CYCLE NEWS®

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AMA Nat'l Champ Road Race Series

Great Scott! Russell wins again in Kansas

1992 Honda CR250 test

What's new for '92 from Harley-Davidson, KTM

Dirt tracker Kevin Atherton interview

TIME DATED MATERIAL MAILED SEPTEMBER 10, 1991

IN THE WIND By Papa Wealey

Camel Supercross and 250cc National Champion **Jean-Michel Bayle** (Hon) of France won the Supercross du Parc held in the Parc des Princes Stadium in Paris, France, September 7. Belgian **Stefan Everts** (Suz), the 125cc World Champion, finished second ahead of American **Dean Matson** (Suz).

Finland's **Tommi Ahvala** (Apr) won round 10 of the World Championship Observed Trials Series in Helsinki, Finland, August 25. Italian **Diego Bosis** (Fan) finished second and Frenchman **Bruno Camozzi** (Fan) was third. Defending World Champion **Jordi Tarres** (Bet), who finished fourth, leads Bosis in the point standings, 175-155, while Ahvala's win moved him to third with 147 points.

Ryan Young (Apr) won round nine of the National Championship Observed Trials Series in Wrentham, Massachusetts, on September 7, then topped the field again at the final round of the series held the next day in Exeter, Rhode Island. The Rhode Island win not only gave Young the National title, but it also put him atop the all-time National Trials win list with 28 victories. Marland Whaley previously held the mark with 27 wins. **Tom Farr** (Hon) was the runner-up and **Jeff Aaron** (Apr) finished third in Massachusetts, while Aaron finished second ahead of **Ron Commo** (Bet) in Rhode Island. In the final standings, Aaron was also the runner-up to National Champion Young, while **Mark Manniko** (Fan) finished third in the final standings over Commo.

Larry Pegram (Hon) led runner-up **Terry Poovey** (H-D) and third place finisher **Dave Camlin** (H-D) across the finish line in the Expert main event at the I-96 Speedway round of the AMA National Championship 600cc Dirt Track Series round at Lake Odessa, Michigan, September 7. The win moved Pegram to within 13 points of series leader and defending champ **Chris Carr**, 90-77, with just one round remaining in the series. Carr did not compete at Lake Odessa. **Wink Frietas** (W-R) of Newman, California, won the final round of the AMA Junior National Series. The win was the seventh in the 12 round series for the former Expert class rider who clinched the Junior title earlier in the season. **James Hart** (W-R) finished second, with **Dale Jenneman Sr.** (H-D) third.

Tim Frazier (BSA), who had won all four rounds of the AMA National Championship Hillclimb Series heading into the fifth round at Middlebury, Indiana, on September 8, kept his win streak intact by topping the 540cc class at the Iron Horsemen M.C.-promoted event. **Paul Pinsonnault** (Hon) finished second and **Scott Everett** (Tri) third in the 540cc class. **Jeff Yoder** (H-D) scored his second win of the season in the 800cc class, and that coupled with a pair of fourth place finishes has him on top of the point standings by 10 points over **Tom Chatterton** (H-D), 54-44. Chatterton was second on the day at Middlebury, while **Lou D. Gerencer** (H-D) was third.

Ricky Graham (Hon) won the Expert final at the August 31 Springfield Regional Championship Mile at the Illinois State Fairgrounds. **Danny Koelsch** (H-D) won the Junior main, and **Ty Howard** (W-R) was the winner in the Pro-Am final.

Michael Craig (Kaw) topped fellow Californian **Doug Dubach** (Yam) and Holland's **Pedro Tragter** (Suz) in round two of the World Championship Rodil Supercross Series in Gothenburg, Sweden, September 6.

Dutchman Racing (Suz) won the seventh round of the AMA/CCS U.S. Endurance Championship Series at Heartland Park Topeka in Topeka, Kansas, September 7. Dutchman's **Chris Haldane** and **John Choate** combined to beat Team Mad Dog II (Yam) by a lap. Team Toomer (Kaw) clinched the GTU championship with a third place overall finish. The Toomer bike was ridden by Michael Barnes and Craig Gleason. With two rounds remaining Dutchman Racing leads Team Mad Dog, seventh in Kansas, 107-90.

The Kansas round of the AMA Endurance Series saw the return of 1990 Daytona 200 winner David **Sadowski**. Sadowski, who hasn't seen action since the 600cc Supersport race at Daytona in March because of back surgery, was hired by team owner Hank Dow along with 1989 Daytona 200 winner **John Ashmead** to form a second Mad Dog team in the hopes of them getting in front of Dutchman Racing. The plan didn't pan out, though, as the number one Mad Dog team of Rick Kirk and Mike Harth suffered through two flat tires and could finish no higher than seventh. Sadowski and Ashmead, however, combined to finish second overall.

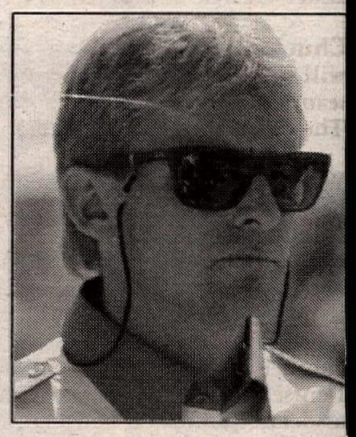
AMA Superbike championship leader **Thomas Stevens** was motivated somewhat by a Scott Russell quote that appeared in the local newspaper in Topeka. Russell told a reporter that: "(Stevens has) only rode good one time, I thought, and that was at Mid-Ohio, and he won it. Otherwise, he's just finished. He's finished every time - he hasn't had a DNF."

The runaway leader in the World Championship Superbike Series, **Doug Polen**, was not on hand for the Kansas round of the AMA Superbike Championship even though there was no conflicting round of the FIM series. "He's sick as a dog," tuner Eraldo Ferracci said of the Texan. "He got sick in Malaysia, but I think it's just from going to Japan, going to Europe, going to Malaysia. . ."

Dirt track racer **Joe Phelps**, 18, of Corunna, Michigan, suffered fatal injuries in a Pro-Am main event accident at the August 31 Springfield Regional Mile.

The **Ridge Runners M.C.** of Santa Cruz, California, is accepting entries for their October 12-13 500-mile dual sport ride. The ride begins and ends in Angels Camp, California, with an overnight stay in Carson City, Nevada. For entry forms, contact: RRMC, P.O. Box 5121, Santa Cruz, CA 95063, 408/475-3619.

Rainey wraps up second straight World title



Wayne Rainey of Downey, California, wrapped up his second straight 500cc World Road Racing Championship with a workmanlike performance Sunday, September 8, in Le Mans, France.

Needing only a third-place finish in the season's next-to-last Grand Prix, Marlboro Roberts Yamaha's Rainey was content to circulate in third while Texan Kevin Schwantz battled for the win with Australian title contender Michael Doohan.

Rothmans Honda's Doohan needed a win, coupled with Rainey finishing fourth or worse, to carry the points championship to the final event on September 20 in Malaysia. But Schwantz guided his Lucky Strike Suzuki to a hard-fought victory over Doohan with Rainey a comfortable third.

Rainey's teammate John Kocinski finished fourth after earning his first-ever 500cc pole position on Saturday. Rothmans Honda's Wayne Gardner rounded out the top five finishers with Californian Doug Chandler finishing seventh on the Roberts Yamaha. Cagiva's Eddie Lawson missed the French race after dislocating a shoulder and breaking a bone in his thumb during practice at Le Mans.

After 14 of 15 events in the 500cc World Championship, Rainey has 233 points to Doohan's 224. Under a new points system counting each rider's best 13 scores, Doohan stands no hope of catching Rainey.

Rainey wasn't the only champion crowned in France as both Italian Luca Cadalora and Brit Steve Webster wrapped up World Championships in the 250cc and Sidecar classes, respectively.

Cadalora and his Rothmans Honda finished third behind HB Honda's Helmut Bradl and Repsol Honda's Carlos Cardus, but it was enough to give him his first 250cc crown. Webster also finished third, behind Rolf Biland and Alain Michel to earn his championship.

Sunday's race in France replaced the canceled Brazilian Grand Prix on the FIM road race calendar.

Rainey, Schwantz and Doohan have thoroughly dominated the 1991 season, winning all 14 events to date. Rainey leads in the win column with six, followed by Schwantz with five and Doohan with three. The only rider outside the lead trio to finish as high as second in 1991 has been Kocinski, a two-time bridesmaid in his first full season on 500cc equipment.

Rainey shifted his career to the European-based Grand Prix circuit after winning AMA National Superbike crowns in 1983 and 1987. And his climb to the top in international road racing has been steady and often spectacular.

He won his first Grand Prix in 1988 and finished third in the championship standings. In 1989, he was runner-up to fellow Californian Eddie Lawson in the title chase and won three times. Seven wins carried him to the 1990 championship. And he can equal that impressive seven-win season if he manages to win the upcoming Malaysian Grand Prix.

Since Kenny Roberts broke the ice in 1978, Americans have captured 11 500cc World Championships in 14 years.

Five Americans rank among the world's top 10 after Sunday's Grand Prix at Le Mans: Rainey (first), Schwantz (third), Kocinski (fifth), Lawson (sixth) and Grand Prix rookie Doug Chandler of Salinas, California (ninth).

Motocross des Nations teams complete

A record 25 teams have entered the September 15 Motocross des Nations in Valkenswaard, Holland.

The Roger DeCoster-managed American team will be going for its 11th consecutive title in the World Team Championship competition, represented by Jeff Stanton in the 500cc class, Damon Bradshaw on the 250 and Mike Kiedrowski in the 125cc class.

Camel Supercross and 250cc National Champion Jean-Michel Bayle appeared on the entry list in France's 500cc class slot, although Bayle said he wouldn't ride the event at the September 1 Washougal 125/500cc National. The French team will consist of Olivier Perrin (500), Yann Guedard (250) and Frederic Bolley (125).

The Dutch home team will field Gert-Jan Van Doorn (500), Edwin Evertsen (250) and Pedro Tragter (125). Team manager Gerrit Wolsink explained that he rejected Dave Strijbos as a choice for the 250cc class because he felt that Evertsen would be more committed to the team.

The Belgian trio has been confirmed as Dirk Geukens (500), Marnicq Bervoets (250) and 125cc World Champion Stefan Everts, the same three riders who lost to the Americans by one point at last year's event in Sweden.

England has nominated David Thorpe (500), Rob Herring (250) and Craig Pratley (125), although the final lineup won't be chosen until a few days before the event since teenagers Paul Malin and James Dobb could be drafted onto the squad. The Swedish team of Marcus Hansson (500), Peter Johansson (250) and Joakim Karlsson could also undergo a last-minute change as Stefan Larsson may grab the 500cc class berth pending the outcome of the Swedish National Championship.

Each country's federation was given an August 16 deadline to file entries, and AMA Professional Motocross/Dirt Track Manager Roy Janson plans to question the FIM on the legality of nations making such last-minute changes.

All other European countries have named their best riders for the event. Michele Fanton (500), Alessandro Puzar (250) and Andrea Bartolini (125) will represent Italy, Roland Diepold (500), Dietmar Lacher (250) and Peter Beirer (125) are entered for Germany, while Finland will send Kurt Ljungqvist (500), Pekka Vehkonen (250) and Arto Panttila (125).

Also sending teams are Australia, who will host the 1993 Motocross des Nations, New Zealand and Japan, while South Africa will compete for the first time ever after being excluded for several years. The Russian team will consist of riders from Latvia, Ukraine and Estonia, states which recently declared independence from the Soviet Union.

Alex Hodgkinson

American Honda will again offer Honda XR-mounted riders **pit service** at the November 8 SCORE **Baja 1000**. For more information, call Bruce Ogilvie at 213/783-3748.

Chuck Miller and **Dan Ashcraft** will make up the only factory Honda team entered in this year's Baja 1000. They'll be aboard an XR600.

Wow! That's all Papa could say when he heard that **Denise Johnson**, **Michele Pyle** and **Regina O'Dell** were expecting babies — all due next March. What made Papa take notice is the three ladies are sisters and all three are connected in one way or another to the motorcycle industry. Denise, the wife of former *Cycle News* associate publisher/national advertising director Skip Johnson, works for Bel-Ray. Michele works for Kawasaki, as does her husband, Team Green's David Pyle. And Regina, a school teacher, is the wife of former speedway racer and *Cycle News* graphic artist Jimmie O'Dell. Denise is expecting her second child, while Michele and Regina are awaiting their first children.

The American Trials Association, a council of seven southern California trials clubs, has announced the revival of a motorcycle industry event that had its beginning in 1970. On Wednesday, December 4, the **13th Annual Laugh-in Trials** will take place at Glen Helen OHV Park in San Bernardino, California. Although the event is for industry members only, the general public is invited to spectate. The brainchild of then Cycle World magazine publisher Joe Parkhurst and Mike Jackson, at the time the sales manager for Norton/Villiers-Triumph Co., the event was last held in 1982. It's a "fun" event and participants are welcome to ride vintage or current trials bikes. For more information, call Gary LaPlante at 714/843-6520.

Bubba Shobert, two-time AMA Camel Pro Dirt Track Grand National Champion, has announced that he will return to Camel Pro Racing, but this time as team owner and manager. Texan **Terry Poovey**, nine-time National winner, will contest the Honda RS750 that Shobert will supply. Additional backing will come from All American Honda, Wayne Rainey Racing, and Otsuka Electronic. The team plans to contest the final three rounds of the Camel Pro Series in preparation for a full program next year.

Three-time 500cc MX World Champion **David Thorpe** will leave Kawasaki at the end of the season, and although the 29-year-old Englishman won't disclose what he'll ride in next year's World Championship 500cc MX Series, it is likely he will return to Honda on a privately-sponsored team with machinery supplied through the British Honda importer.

Multi-time Supercross and National Champion **Bob Hannah** and Miss Suzuki Michele Lynn will autograph posters from 1-4 p.m. at the September 21 grand opening of Desert Honda-Suzuki in Las Vegas, Nevada. For more information, call 702/795-2000.

Darren Ulven, 21, son of race promoters Diane and Andy Ulven, and brother of pro MX racer Danny Ulven, suffered fatal injuries when his car was struck by a drunk driver on September 6. Cards and letter may be sent to the Ulven family at 10313 Silverton Rd. Northeast, Silverton, OR 97381.

A total of 64 entries are available for the inaugural **Pro Circuit Golf Tournament** which will be held on November 4 at the Tijeras Creek Golf Course in Rancho Santa Margarita, California. There will be a $100 entry fee for each four-man team and the proceeds will be donated to a local school for blind children. The top five finishing teams will receive cash prizes, and other prizes will be presented courtesy of American Suzuki, AXO Sportswear, No Fear clothing and Pro Circuit. Among the prizes is a Peak/Pro Circuit Honda that will be up for grabs for a hole-in-one. Several of the top factory motocross riders are expected to compete in the tournament. For more information, call 714/693-7033 or 583-0177.

Jim Holley (Yam) topped **Dennis Hawthorne** (Kaw) in both the 250cc and Open Pro classes at the September 7 Colorado State MX Championships in Greeley. Hawthorne was the 125cc Pro class winner.

World Championship Superbike racing could lose one of its potential stars if German **Udo Mark** succeeds in his desire to ride 500cc Grands Prix in 1992. Mark may team up with noted Honda tuner Jean d'Hollander, who is threatening to leave the World Superbike Championship if the rules are not changed to add weight to the Ducati. Mark, who is sponsored by German Yamaha distributor Mitsui, is not certain what he will ride next year if he makes the shift to GP racing. "It is correct that Mitsui Yamaha is looking for a 500, maybe in our own team or separate with Mitsui help," Mark said at the last round in Japan. "But it is also correct that Honda will build more bikes for 1992 and that they will sell the bikes to good teams as Yamaha does. At the moment everything is looking to building the perfect team. But at the moment, there is nothing, only the good will to do it." The 28-year-old German is currently leading the German Superbike Championship.

Save time and a quarter (or should that be quarters) by calling the **Cycle News Subscription Hotline** to start a subscription or to renew one. The toll-free number is 800/831-2220.

Amateur off-road racers can now obtain a **medical insurance policy** that can cover up to $25,000 of medical expenses incurred as a result of injuries suffered in any AMA-sanctioned motocross, enduro, hillclimb, hare scrambles, dirt track or ice race event. The program is open to amateur and Pro-Am riders only — not to professionals. It does not cover injuries suffered in any kind of road riding event, including road racing. In addition to the medical expenses benefits, the policy will provide up to 75% of normal income (up to a maximum of $200 per week) for a six-month period and also includes a $10,000 death and dismemberment policy. For more information, contact Robert Yamin of Complete Equity Markets Inc. at 800/323-6234.

Yamaha's **Larry Griffis** had a busy Monday. Griffis, who attended the AMA National Championship Road Race Series in Topeka, Kansas, over the September 6-8 weekend, flew back to Los Angeles International Airport on Monday morning, September 9, where he was met by his wife. She handed him some luggage and he got on another plane which took him to Amsterdam, Holland, for the Motocross des Nations on September 15.

And our very own **Kit Palmer** had perhaps an even busier weekend. In Czechoslovakia to cover the ISDE, Palmer was headed to the Czech border with friend/Six Days competitor/Dirt Bike magazine editor **Ron Lawson** on Saturday when he discovered he'd lost his passport! Lawson dropped Palmer off and headed off into the sunset. With a lot of help from some friends, Palmer was able to get to distant Prague and obtain "traveling papers" that allowed him to leave Czechoslovakia and get to Vienna, Austria, to catch his flight to the U.S. on Monday.

In a recently released decision, a state Appeals Court has upheld a **ban on motorcycles in city parks** in Brockton, Massachusetts. The Brockton Park Commission first adopted the bike ban in 1987, citing unspecified

Continued on page 4

U.S. wins ISDE Junior Trophy

For the first time since 1973, American riders have captured a major team victory in the venerable International Six Days Enduro (ISDE).

Competing for six grueling days (September 1-7) over rugged Czechoslovakian terrain, America's four-rider Junior Trophy Team scored a comfortable victory over runner-up Holland and the third-place team from Poland.

ISDE riders must complete difficult off-road routes on each day of the competition within a rigorous time schedule, and are assessed penalty points for being late. Also pivotal to team and individual scores are daily "special tests" which are races against the clock in which each rider's performance is judged against the class leader.

The ISDE Junior Trophy is the second-highest National award in the famed event, which originated in 1913. The premier team award of the event, the World Trophy, was captured by Sweden, with Germany and France ranked second and third. The U.S. World Trophy team placed seventh in that phase of the competition.

America's victorious Junior Trophy team included Steve Hatch of Ithaca, New York, on a 250cc Suzuki; Jimmy Lewis of Somis, California, on a 125cc KTM; David Rhoades of Kent, Washington, on a 350cc four-stroke class Husaberg; and Chris Smith of Stanhope, New Jersey, aboard a 250cc KTM.

Hatch had the top individual score among 31 American participants in the 1991 ISDE and placed 16th in the 250cc class. His teammate Lewis placed 10th among 125cc class riders. Meanwhile, Rhodes ranked 11th among under-500cc four-stroke class riders; and Smith placed 56th in the 250cc class.

Other notable U.S. performers included current AMA National Enduro Champion Randy Hawkins of Travelers Rest, South Carolina, who placed eighth in the 125cc class, and Curt Wilcox of Watsonville, California, who was 14th in the over-500cc four-stroke class.

America's only other major team victory in the ISDE came in 1973, when the U.S. hosted the event in the countryside surrounding Dalton, Massachusetts, and won the Silver Vase competition (since replaced by the Junior Trophy category).

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INSIDE

FEATURES

ROAD RACE

Russell romps at Topeka Superbike National 8

Roche rails to Malaysian World Superbike win 14

Team Suzuki tops Tennessee Endurance 20

HILLCLIMB

Kimball Bros. conquer Lamontee Impossible 16

RIDING IMPRESSION

1992 Honda CR250 18

INTERVIEW

Dirt tracker Kevin Atherton 22

NEW BIKES

1992 KTM off-road lineup 24

Harley-Davidson debuts two new models in '92 26

DEPARTMENTS

POINT STANDINGS 26
LOCAL RACING 27
CALENDAR 33
WANT ADS 44
RESULTS 50

ON THE FRONT PAGE:

Scott Russell leads the pack at Heartland Park Topeka en route to scoring his third Superbike National win of the season. For race coverage, see page 8. Photo by Werner Fritz.

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VOICES Letters to the editor

On the road to recovery

Brandon Rose, the nine-year-old AMA National 65cc Dirt Track Champion who was hospitalized with head injuries suffered in an accident at I-96 Speedway in Michigan on August 17, is out of a coma and on the road to recovery.

Brandon received many cards and letters after his address was published in *Cycle News* and three days after coming out of the coma, Brandon requested that *Cycle News* be read to him.

Gracie DiBenedetto
Grand Rapids, MI

Tim Best Scholarship Fund

The family of Tim Best would like to thank all the riders and their families for the support and friendship they gave us over the past few weeks. The special cards and letters that people sent, telling us of the special ways that Tim will be remembered, made our sorrow a little easier to bear knowing Tim will be remembered in such a positive way.

Thanks to all the dirt track riders for their contributions for the plaque that was put in the AMA museum. The money that was left over will be put into a scholarship fund since furthering his education was so important to Tim.

It is impossible to thank everyone who was connected to Tim's racing, but there were some very special people who helped Tim make it to the Expert ranks and he could not have done that without Howard and Paul Rehmert, Jeff Black, Kenny Sargent and Gary Stoltzenberger. And a very special thanks to Larry Zumbrun who was not only his mechanic but also a special friend.

Anyone who would like to contribute to the scholarship fund can send their contributions to: Tim Best Scholarship Fund, c/o Covington Savings & Loan, 117 North High St., P.O. Box 188, Covington, OH 45318-0188.

May God be with each and every one of you.

Doug, Pat & Toby Best
Covington, OH

Tim Best, an Expert dirt track racer, suffered fatal injuries in a street accident in June . . . Editor.

Loving and hating in Springfield

On Sunday, September 1, my family attended the Camel Pro Series Springfield Mile. It was racing at its very best, however, it was very disappointing to see the lousy job of officiating done by the AMA.

I was lucky to have a seat on the start/finish line (section MM, row 5, seat 7); my nose split the line. Twice during the day the officials obviously could not call the winners of races — in the Camel Challenge and in an Expert heat race. Admittedly, over the public address system they said they were trying a new video system. Is a National a place to be testing a new system?

Anyway, they finally did declare a winner in the heat race (Davey Durelle), but it took over one hour to come up with that decision.

Then they used the video system to declare the wrong winner of the Camel Challenge. I will swear on my grandmother's grave that I saw Chris Carr win the Challenge. To the racers, $10,000 (the winner's share of the $17,500 posted for the Camel Challenge) can mean everything, even to Chris Carr. Everybody knew he won, including the third place finisher, Terry Poovey, who said that he felt Carr had won it.

I love the races, admire the racers, and still hate the AMA's officiating. They will just keep running this great form of racing into the ground until it doesn't exist anymore.

Don Gustafson
Cable, WI

Although we agree that a National is the wrong place to be testing equipment like a finish line camera, you should consider that high-speed video cameras with stop-action capability are superior to the naked eye. As we reported in our coverage of the event, according to the AMA's Roy Janson, the videotape showed that Atherton's front wheel touched the finish line first and that Carr passed him after they crossed the line. Carr does not dispute the decision . . . Editor.

Letters to the editor should be sent to: Voices, *Cycle News*, P.O. Box 498, Long Beach, CA 90801-0498. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing.

IN THE WIND By Papa Wealey

Continued from page 3

complaints of noise and speeding, but allowed automobile access to the parks to continue. Shortly after the ban was imposed, the AMA sought an injunction in Plymouth Superior Court to get the ordinance overturned. However, the court ruled in favor of the city. That prompted the AMA to appeal the decision to the state Appeals Court, which, after a long delay, certified the lower court's ruling. The AMA plans to continue its battle against this discriminatory law. "After reviewing the options open to us," said AMA Vice President of Government Relations Rob Rasor, "we have elected to pursue further judicial review of our lawsuit. We are hopeful that the shoddy reasoning used to justify this latest decision will cause the Massachusetts Supreme Judicial Court to reject it."

At the September 15 San Jose Mile, **Scott Parker**, hopes to overtake **Chris Carr**, in the Camel Pro standings. "I've won the last five races there, so it looks good," said Parker, who trails Carr 173-178.

MOVED: Gary Bankston's Honda World, to 3731 Towson Ave., Ft. Smith, AR 72901, 501/646-7377.

BORN: Shelby Gerard Shaw, daughter of 1990 CRC Women's class champion Lori Shaw and her ex-husband David, in Huntington Beach, California, on September 4.

MARRIED: Tom Morgan, tuner for Team Kawasaki's seven-time National Champion Jeff Ward, to Susan Chapman in Puyallup, Washington, on September 7.

BORN: Kirstyn Jeanne Kesler, daughter of Junior class dirt tracker Jim Kesler and his wife Angie, in Long Beach, California, on August 24.

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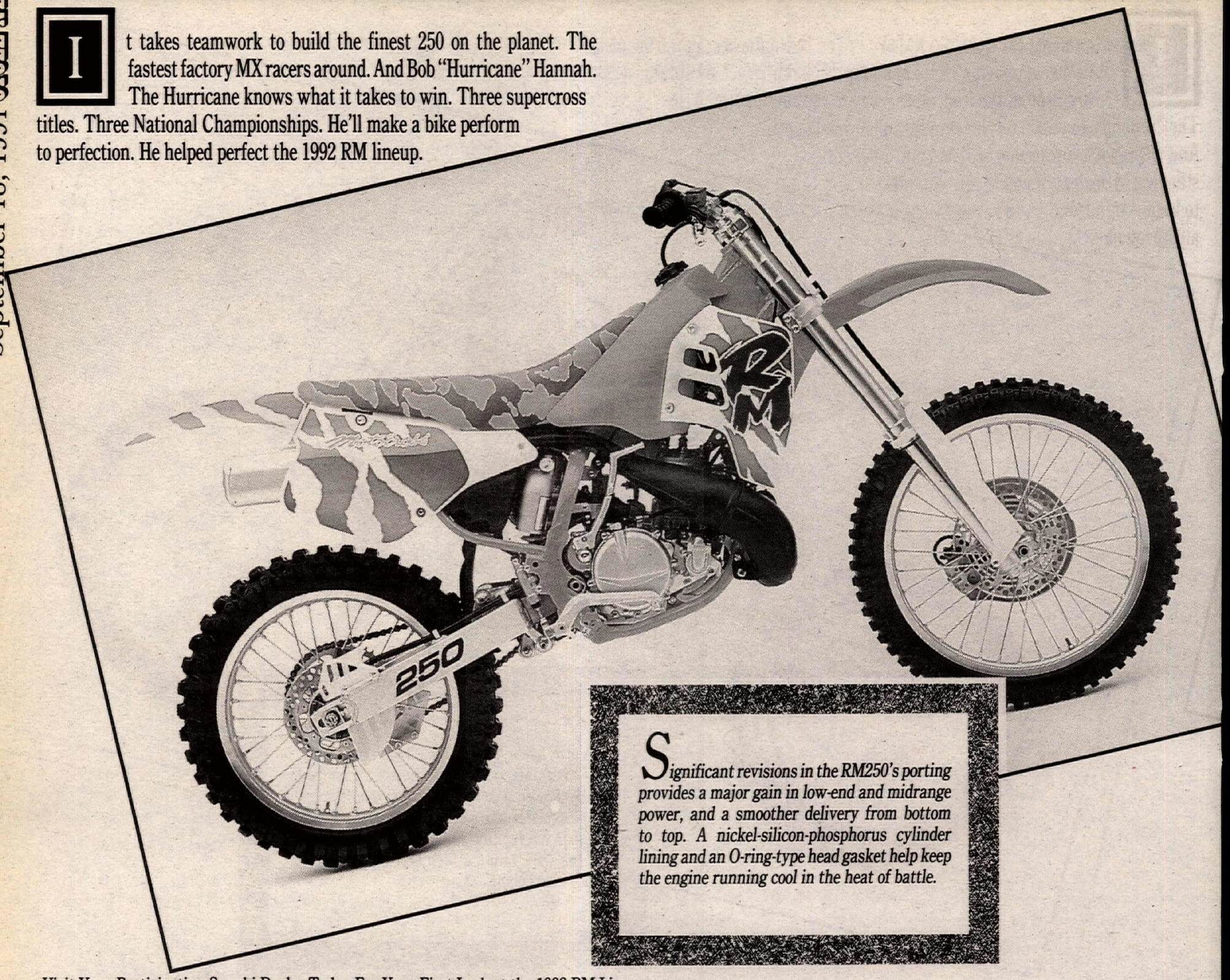

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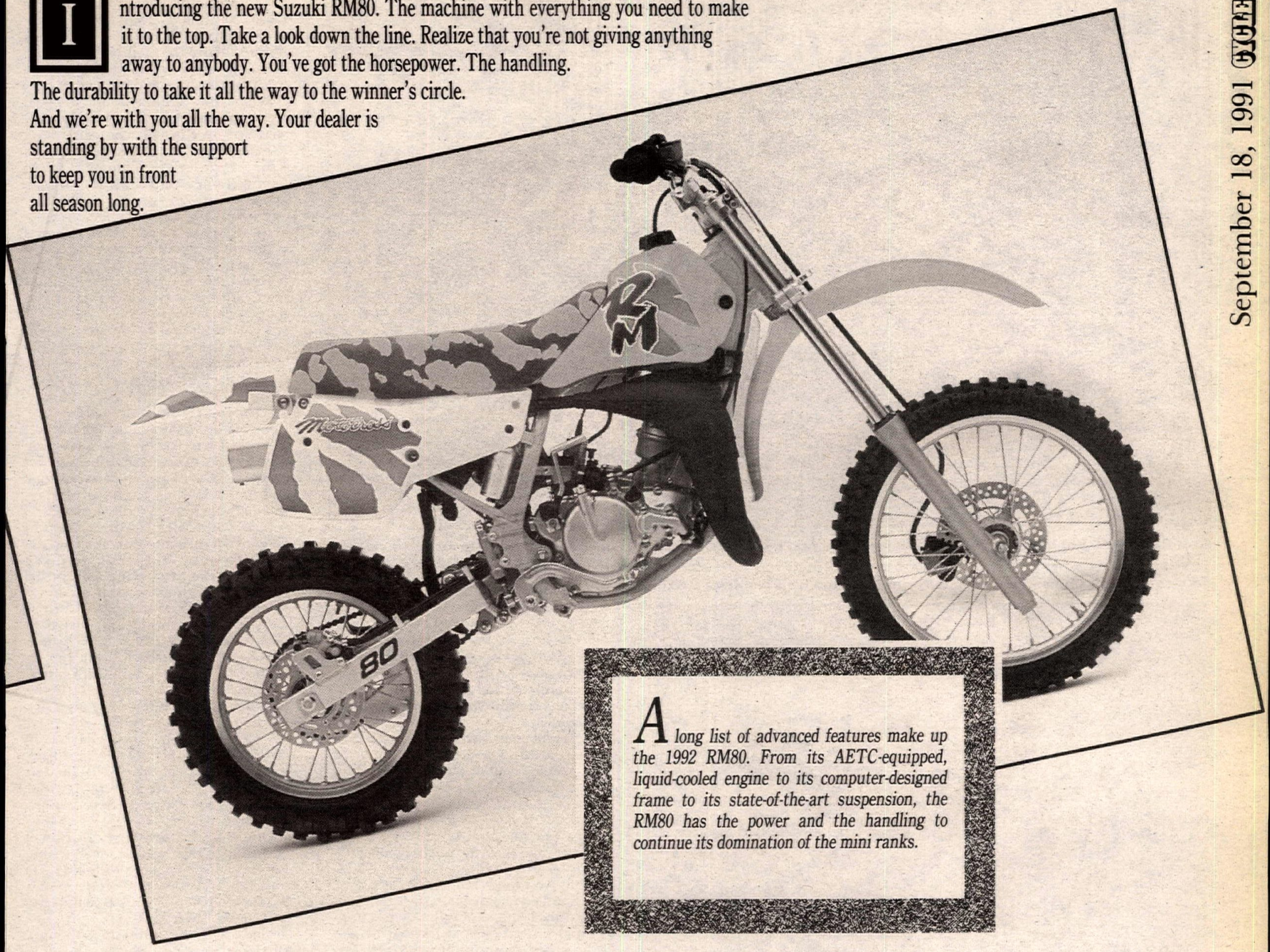

A long list of advanced features make up the 1992 RM80. From its AETC-equipped, liquid-cooled engine to its computer-designed frame to its state-of-the-art suspension, the RM80 has the power and the handling to continue its domination of the mini ranks.

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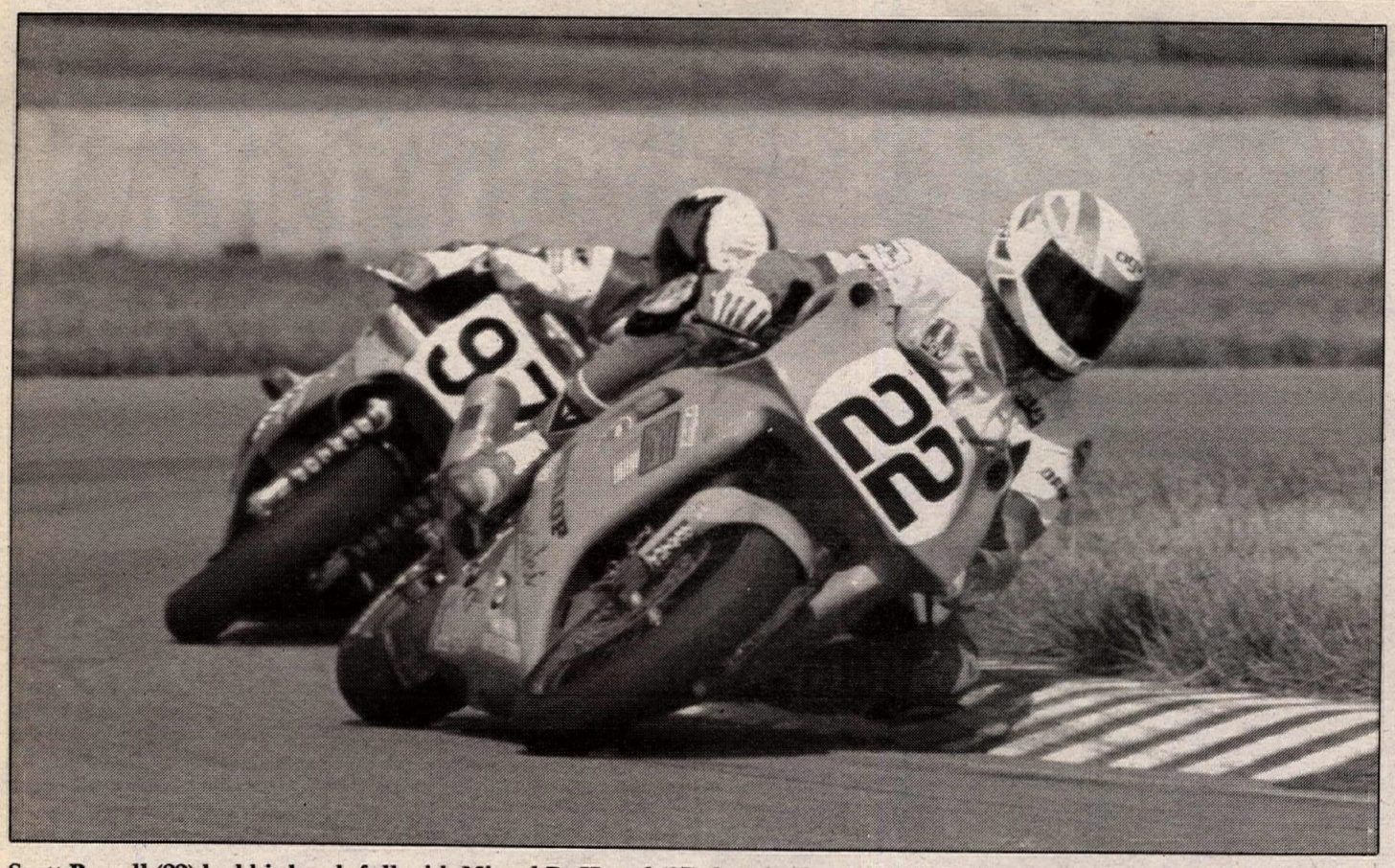
ROAD RACE AMA Superbike National Championship: Round 6



Scott Russell (22) had his hands full with Miguel DuHamel (97), but the Canadian crashed and Russell won easily.

Former World Champion Freddie Spencer finished second, his best since 1985.

Russell wins his third, Spencer second in Kansas

By Paul Carruthers
Photos by Werner Fritz

TOPEKA, KS, SEPT. 8

Miguel DuHamel left Heartland Park Topeka with the consolation of knowing he was the fastest man on the race track; Thomas Stevens left the Kansas facility feeling ill but with his point lead intact; and Scott Russell left the track with a win, the lion's share of the $25,000 Superbike purse that came with it and his championship hopes rekindled.

But the biggest winner may have been Freddie Spencer. The three-time World Champion departed Kansas with his head held high as he finished second for his first rostrum finish since he won the 500cc Swedish GP in August of 1985. Spencer had earlier proved that he could cut a fast lap, and at Mid-Ohio he showed that he could go the distance when he finished fifth. On Sunday, the Two Brothers Racing-backed rider showed that he was ready to do battle and he left an impression on all who watched him as he slid the Honda RC30 around the 2.5-mile race track, locking the rear wheel under braking and sliding the bike into the corners before grabbing a handful of throttle on the exit.

"When Freddie got by me — I was in shock for a lap or two," said Tom Kipp, an eyewitness to Spencer's cornering techniques. "I couldn't get over how he was riding. I was amazed. Every turn there was smoke and black marks, but he was so smooth. I was so impressed I lost concentration and crashed."

Kipp was running third, behind Russell and Spencer, when he high-sided his Wiseco Yamaha, sending him end over end and leaving him with a badly bruised right foot.

For Russell, the Superbike win was the Muzzy Kawasaki rider's third of the year, and he did it in impressive fashion, topping Spencer by over 16 seconds after slowing the pace near the finish.

Stevens, meanwhile, finished fourth after battling a head cold and the pressure of leading the championship. The Vance & Hines Yamaha teamster ran off the track while running second behind Russell on the 11th lap, regained his composure to finish fourth, and maintained his championship points lead over Russell, 93-84, with two rounds remaining.

And DuHamel? Well, the Commonwealth Honda-mounted French Canadian proved once again that he was the fastest man on the track at Heartland Park Topeka, but the defending race champion crashed after running into a lapped rider on the ninth lap after opening up a small gap on Russell. His championship hopes appear to be all but dashed as he trails Stevens by 22 points and Russell by 13.

Steve Crevier added to what was Two Brothers Racing's finest day of racing with his third place finish behind his teammate Spencer. It was the Canadian's first-ever visit to the winner's circle at an AMA Superbike National.

Fourth went to Stevens with Canadian Pascal Picotte rounding out the top five finishers on his Fast By Ferracci Ducati. Vance & Hines' Jamie James salvaged a sixth-place finish after fighting back through the pack following an early off-track excursion; Dale Quarterley finished seventh on the The Boys-backed Honda RC30 and Mike Smith came off the disabled list to finish eighth on the Yoshimura Suzuki. Red Line Oil-backed, Honda RC30-mounted Joe Brett Williams and Gold Hill Racing's John Hopperstad filled the top 10.

Russell averaged 82.485 mph in winning the 60-mile race in front of an estimated 12,000 fans on a windy, yet sunny, Kansas day, earning $4600 for his efforts.

The sun came as somewhat of a surprise after Saturday's final qualifying session was washed out as torrential downpours swept through the plains of Kansas. Sunday morning wasn't much better as dark clouds hovered above the facility, but by race time, the clouds had given way to brilliant sunshine and high winds.

When the 32-bike field streaked around the track for the first time they were led by Russell, who was trying to make a run from DuHamel, Stevens, Kipp, Quarterley, Tommy Lynch, Jamie James and Pascal Picotte. Spencer was 12th.

While the Muzzy team had one rider at the front, their second rider, Jacques Guenette, Jr., pitted at the end of the first lap with an ill-running ZX7. He rejoined the race for another lap, but then called it quits for the day when the problem couldn't be diagnosed.

James was seventh after running off the track in the second chicane on the V&H Yamaha, before slipping even further back after nearly running off again.

"The brakes weren't bedded in," James said. "I saw smoke coming off the rotors and I knew I wasn't going to make it. I went straight and let everyone go by. Then I got to turn one and the same thing happened. It took three laps before they came in right."

Mad Dog's Mike Harth was next to go with a blown motor on his Yamaha FZR750 with Yoshimura Suzuki's Tommy Lynch following suit on the fourth lap with a broken rear shock. Commonwealth Honda's Rich Arnaiz's poor luck continued as his RC30 blew up on the third lap; V&H Yamaha's Larry Schwarzbach had a similar fate on the same lap with fifth fastest qualifier Jimmy Adamo also suffering bad luck as he was forced to pit a sick Ducati on lap seven.

Up front, Russell continued to hold the lead with DuHamel now breathing down his neck. Those two led Stevens by almost six seconds after the first four laps and their battle seemed destined to go the distance.

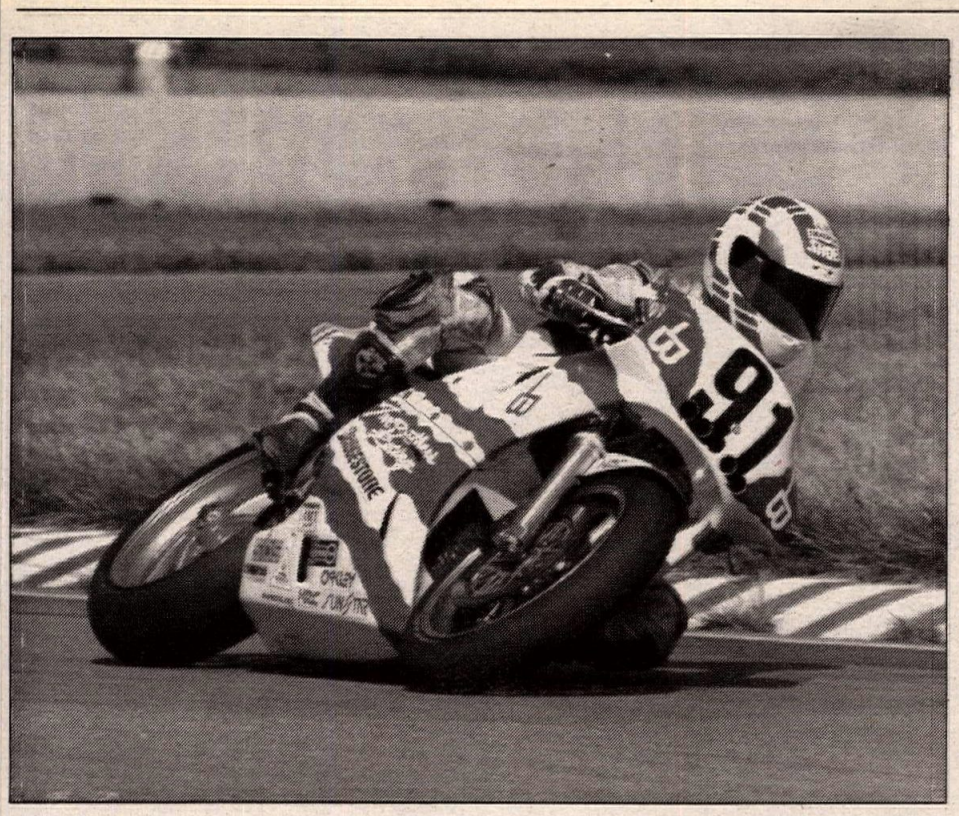
On the sixth lap, though, DuHamel clicked off a one-minute, 46.92-second lap and with it took over the lead. He started to pull clear and on the eighth lap turned the quickest lap of the race, a 1:46.63, to lead Russell by 1.81 seconds. On the ninth lap, though, DuHamel made a decision he would later regret when he dove under a lapped rider and crashed.

"It was going to be a nice tight pass, but he came back inside for no reason," a desolate DuHamel explained later. "His elbow must have hit my front brake. I'm really disappointed, to say it politely. I was the fastest guy out there — I was just riding my pace. I just can't believe what happened. It's (the championship) not over until it's over, but I think it's over. Some of these guys should go to racing school. It's the same in qualifying; they make four or five corners out of one turn."

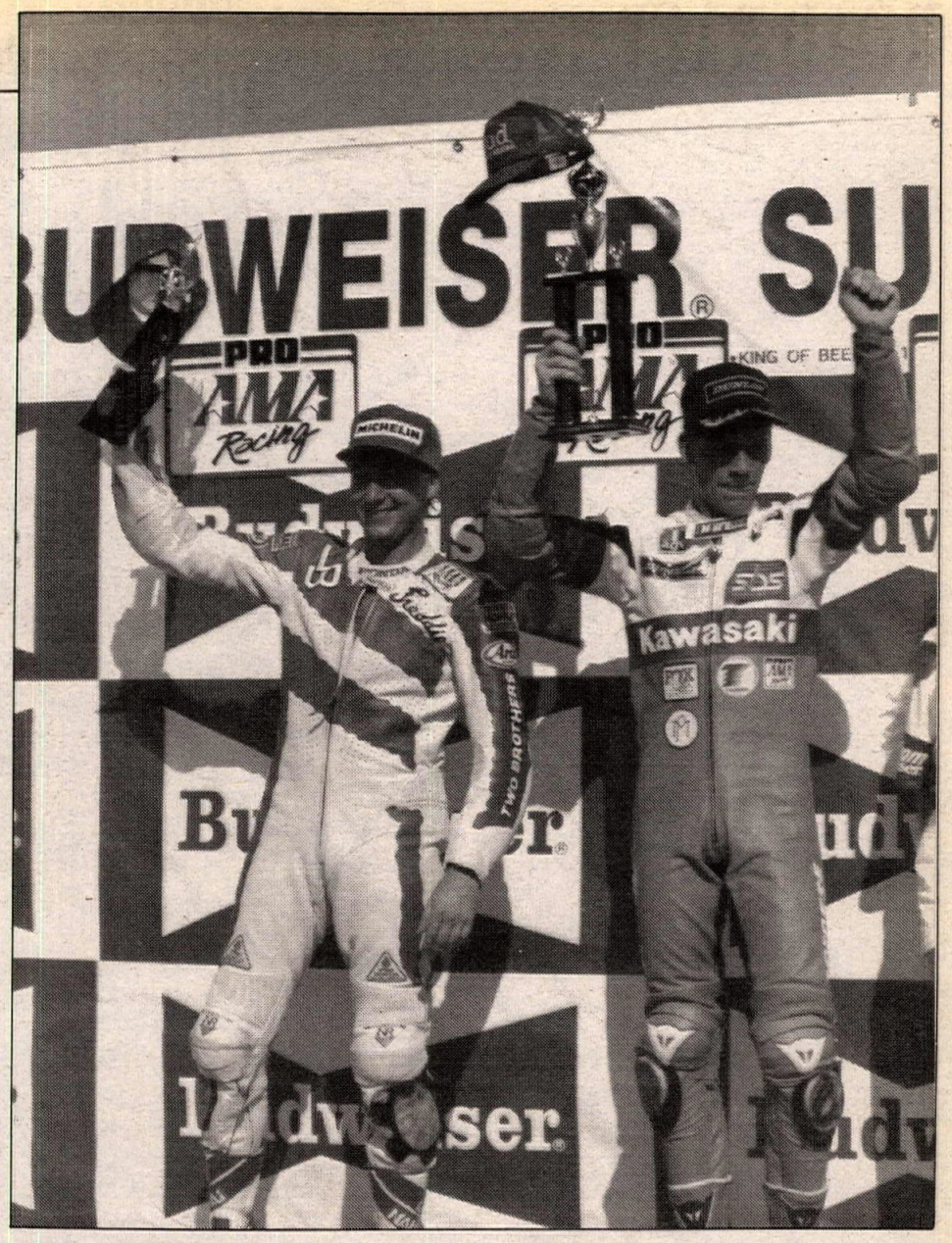
Russell took his inheritance from DuHamel and ran with it, building a lead of nearly 21 seconds over Stevens, who was about to have troubles of his own. On the 12th lap, the Floridian ran off the track in the same spot his teammate James had tried earlier.

"They (DuHamel and Russell) were going at it hard — harder than I could go today," Stevens said. "I was settling for third. When I saw Miguel had fallen, I just tired right out. The cold just killed me; it sucked the life right out of me and I ran off in the chicane. I went up on the curb and into the gravel pit. It was either slow down and fall or give it some stick and go right through it. This wasn't my weekend. My cold got the best of me, but we're still winning the championship."

Suddenly, Kipp was second, ahead of a battle between Picotte's Ducati and

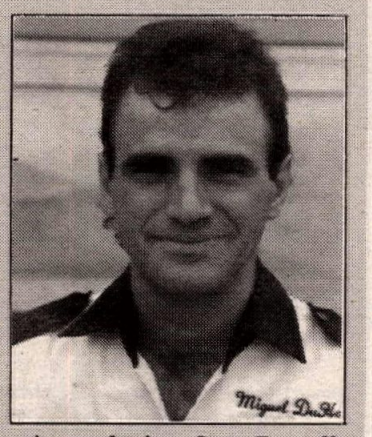


Spencer's teammate Steve Crevier finished third on the second Two Brothers Honda.



Spencer (left) and Russell (right) celebrate; it was Russell's third win of the year.

DuHamel earns his first pole



Commonwealth Honda's Miguel DuHamel (right) was the fastest in the dry and the only rider to test his wet weather riding skills as a torrential downpour soaked Heartland Park Topeka prior to the third and final qualifying session.

DuHamel, who won his first AMA National here last year, placed his Honda RC30 on pole with a new qualifying lap record of one-minute, 45.743-seconds (85.112 mph) in the second of three timed sessions, and then went out and tested the 2.5-mile, puddle-riddled track in the washed out final session. It was the French Canadian's first-ever AMA Superbike pole position, and it was .2-of-a-second faster than Doug Chandler's pole-winning time of a year ago.

Nearly a second behind was Muzzy Kawasaki's three-time pole sitter Scott Russell. The Georgian clocked a 1:46.535 lap on his ZXR750, narrowly topping three-time World Champion Freddie Spencer's 1:46.813 time on the Two Brothers Racing RC30. Championship leader Thomas Stevens and his Vance & Hines Yamaha OW01 filled the front row with a 1:47.210 lap.

Behind those four came a tightly-knit group of six riders separated from fifth to 10th by only a second. Surprisingly, Jimmy Adamo and his Gia Ca Moto Ducati led the group, thanks in part to a new exhaust system similar to that debuted by Doug Polen at the Brainerd round of the World Superbike Series. While Polen's system came direct from the Ducati factory, Adamo had his made using photos of Polen's that he had taken at Brainerd.

"It's not exactly the same, but it's very, very close," Adamo said.

Adamo was followed by Muzzy Kawasaki's Jacques Guenette, Jr., Wiseco Yamaha's Tom Kipp, The Boys-backed RC30 of Dale Quarterley and Fast By Ferracci Ducati's Pascal Picotte.

DuHamel was comfortable with his pace, but was hoping for a dry race after sampling the saturated race track.

"There's a lot of standing puddles out there," he said. And it's really slippery coming on to the drag strip. I think it would be a pretty hard race in the wet; it would take a lot of concentration.

"We had chattering problems yesterday and we made some changes and now it's spot on. I think I could have gone a couple of tenths faster if it was dry in the last session and someone had gone quicker. We've been up there all year and we'll be up there in the race."

Russell, too, was confident: "I'm sure I could have gone faster than that in the last session," he said. "I had the tire I liked on right when I went out. I did a 46.5 and then came in and tried two others that didn't work. We went backwards instead of forward. The tire Miguel had on is the race tire we'll probably use. I haven't done that many laps on that one."

With the championship lying in the balance, Russell was succinct as to where he needed to finish in the National: "I have to win this one; I can't finish second."

The man in the championship catbird seat, meanwhile, was Stevens. But his qualifying sessions didn't go smoothly. In fact, his mechanic Jim Leonard changed motors three times during the course of qualifying in an effort to find the right combination; the team ended up using the same motor that they'd won Mid-Ohio with.

"Naturally, I want to be going better than I am," said Stevens, who was suffering from a head cold. "But the way I look at it, I qualified fourth at Mid-Ohio. So much can happen during a race. I think we'll be okay. The gearbox is our main problem; first gear corners are really hurting us. I need a longer first; right now, I can't carry any cornering speed with it." The team's solution was to use second gear in the three first-gear corners.

the two RC30s of Crevier and Spencer. Stevens was back in sixth, ahead of Quarterley and James.

On the 13th lap, Spencer moved past both Picotte and his teammate Crevier, and a lap later he was by Kipp and into second place, clicking off a 1:48.29 in the process.

Kipp's demise came two laps later as he was highsided from his Yamaha, giving Crevier a third place that would hold to the finish.

"I did a handstand and almost saved it," Kipp said, with icepacks on his right foot. "It kicked me up over the bars. I banged my feet really hard."

Picotte, meanwhile, suddenly had his hands full with Stevens, and on the 17th go-around the championship leader moved past the Canadian and into fourth place. A few laps later, James got the better of Quarterley; Smith, who is recuperating from a broken wrist, was a lonely eighth ("I'm just happy to be racing again"); and Williams got the better of Hopperstad and Christian Gardner to round out the top 10.

"I'm happy to finish second," Spencer told the crowd. "I'd like to thank Two Brothers and all the people who have supported me. I knew it would be a long race and I worked around the problems. I'm glad to be on the podium — it's been a long time."

Spencer said later that his problems may have included what tuner Mike Valasco thought were bent valve springs, narrowing the power band somewhat and causing Spencer to use the locked-up-rear-brake riding method: "I had to do what I had to do," Spencer said with a smile.

"It was going to be hard," Russell admitted in regard to beating DuHamel. "I wasn't going to give up. I would have crashed trying. He was riding good, and I was too. I didn't have many problems, except my helmet was too loose and it was choking me on the front straight." CN

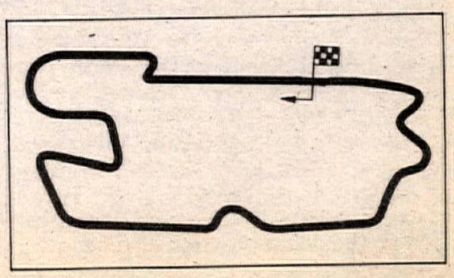
Results

QUALIFYING: 1. Miguel DuHamel (1:45.743); 2. Scott Russell (1:46.535); 3. Freddie Spencer (1:46.813); 4. Thomas Stevens (1:47.210); 5. Jimmy Adamo (1:47.375); 6. Jamie James (1:47.635); 7. Jacques Guenette, Jr. (1:47.852); 8. Tom Kipp (1:48.057); 9. Dale Quarterley (1:48.077); 10. Pascal Picotte (1:48.301); 11. Larry Schwarzbach (1:48.307); 12. Tommy Lynch (1:48.546); 13. Steve Crevier (1:48.551); 14. Rich Arnaiz (1:48.600); 15. Mike Smith (1:48.979); 16. Mike Harth (1:49.686); 17. Christian Gardner (1:50.795); 18. John Hopperstad (1:51.656); 19. Britt Turkington (1:52.384); 20. Mario DuHamel (1:52.474); 21. Eric Moe (1:52.705); 22. Joe B. Williams (1:53.001); 23. Pablo Real (1:53.193); 24. Brad Hazen (1:53.669); 25. Bob Sandy (1:54.091); 26. Peter Villacaro (1:55.142); 27. Mike Walsh (1:55.774); 28. Craig Gleason (1:55.873); 29. John Burgoyne (1:57.155); 30. Greg Kopp (1:57.245); 31. Greg Abbott (1:58.269); 32. Warren Elliott (1:58.538); 33. Bobby Franklin (1:59.192); 34. Jeff Rheaume (1:59.447); 35. Marc Gifford (1:59.460).

NATIONAL: 1. Scott Russell (Kaw); 2. Freddie Spencer (Hon); 3. Steve Crevier (Hon); 4. Thomas Stevens (Yam); 5. Pascal Picotte (Duc); 6. Jamie James (Yam); 7. Dale Quarterley (Hon); 8. Mike Smith (Suz); 9. Joe B. Williams (Hon); 10. John Hopperstad (Yam); 11. Christian Gardner (Yam); 12. Brad Hazen (Yam); 13. Eric Moe (Hon); 14. Mario DuHamel (Suz); 15. Britt Turkington (Suz); 16. Craig Gleason (Hon); 17. Peter Villacaro (Kaw); 18. John Burgoyne (Suz); 19. Greg Abbott (Suz); 20. Bobby Franklin (Kaw); 21. Jeff Rheaume (Suz); 22. Marc Gifford (Yam); 23. Tom Kipp (Yam); 24. Miguel DuHamel (Hon); 25. Bob Sandy (Kaw); 26. Jimmy Adamo (Duc); 27. Mike Walsh (Yam); 28. Richard Arnaiz (Hon); 29. Larry Schwarzbach (Yam); 30. Tommy Lynch (Suz); 31. Mike Harth (Yam); 32. Jacques Guenette, Jr. (Kaw).

Time: 43 min., 38.665 sec.
Distance: 24 laps, 60 miles.
Average Speed: 82.485 mph.
Margin of Victory: 16.013 sec.

SB NATIONAL C'SHIP POINT STANDINGS: 1. Thomas Stevens (93) (1 win); 2. Scott Russell (84) (3 wins); 3. Miguel DuHamel (71) (1 win); 4. Jamie James (60) (1 win); 5. Dale Quarterley (45); 6. Richard Arnaiz (42); 7. Jacques Guenette, Jr. (37); 8. Pascal Picotte (33); 9. Tom Kipp (32); 10. Tommy Lynch (31); 11. Freddie Spencer (28); 12. Rueben McMurter (27); 13. Jimmy Adamo (21); 14. John Hopperstad (18); 15. Joe Brett Williams (16).



ROAD RACE AMA 250cc Grand Prix Series: Round 6

Jimmy Filice (65) took full advantage of mistakes by the others to win in Kansas.

Fresh off a trip to Europe, Jon Cornwell finished second at Heartland Park Topeka.

Filice takes charge as others crash

By Paul Carruthers
Photos by Werner Fritz

TOPEKA, KS, SEPT. 8

What could have been a brilliant 250cc race turned sour when two of the top three riders crashed out on consecutive laps at Heartland Park Topeka, and it got worse with some post-race finger pointing. But the fans' loss of a race-long battle was Jimmy Filice's gain as the LA Motor Works-backed rider stormed to his second straight win and the lead in the championship point standings.

Second place, some 10 seconds behind Filice, went to Canadian Jon Cornwell, similarly mounted on a Yamaha TZ250 and back from a recent GP racing trek in Europe. Rick Kirk put his Yamaha TZ250 into the winner's circle with a third place finish, giving tire manufacturer Bridgestone its first top three finish in a class that has been dominated of late by Dunlop.

And what of the championship leader heading into the Kansas round of the series, Nick Ienatsch? Well, the southern Californian made the first mistake of an otherwise impressive rookie season of AMA 250cc Grand Prix racing. While lying third early in the race, Ienatsch crashed while trying to keep pace with Filice and Chris D'Aluisio, and in the process handed the points lead he's held all season to Filice.

So where was D'Aluisio when all was said and done? The New Englander, too, was a crash victim, and his get-off sparked the finger pointing that took place after the race. His crash occurred on the seventh lap as he raced with Filice for the lead. With Filice on the outside, D'Aluisio on the inside, the two touched and went off the track with the New Englander crashing and the Californian carrying on.

D'Aluisio was upset, claiming that Filice had taken him out: "I didn't budge," he said. "And all of a sudden I'm stood up and going straight off the track. It just stood me up, I didn't lose the front. I could understand that move on the last lap, but . . ."

Filice, naturally, had a different view of the incident: "I was on the outside, so I don't know how I could take him out. I couldn't pass him on the straight, so I tried to intimidate him by going on the outside. His lever hit me in the leathers, I picked up and ran off the track. I'm sorry about the whole deal, but I've dirt tracked a long time and if you want to take somebody out, you don't do it on the outside."

It didn't really matter who was right, the damage was done. D'Aluisio's bike was destroyed: "The bike is no longer," D'Aluisio said. "Maybe we'll be able to save the engine."

The championship now appears as though it will come down to Filice vs. Ienatsch. Filice leads 79-75 with two rounds remaining. D'Aluisio is third with 64 points.

At the start of the 20-lap affair it was Filice and D'Aluisio out front with Ienatsch in tow. Donnie Greene was fourth on the Dianetics-backed Yamaha, ahead of Kirk on the Bridgestone-shod Yamaha and Cornwell on his JJ Barnicke-backed TZ.

Al Salaverria, meanwhile, was way back on the ultra-trick Aprilia AP1 V-twin: "We went backwards on carburetion," he said. "The wind really screwed us up and it would only rev to 10,500. It completely died on the second lap and I didn't think it was going to finish. It just wouldn't carburate and it's usually like a truck." The Californian would soldier on to finish 11th.

With Ienatsch departing on the seventh lap and D'Aluisio doing likewise a lap later, the race belonged to Filice. He led Kirk by 5.4 seconds on the ninth lap, 7.02 on the 11th lap and eventually would stretch the margin of victory to 10.040 seconds over Cornwell, who displaced Kirk on the 11th lap after sorting out his gearing problems.

"It took me five laps just to figure out what gear to be in and where," Cornwell said. "The gearbox broke this morning and we didn't have the right parts to fix it."

Behind Kirk in fourth place came Greene, who raced early on with Walker before the Colorado resident lost his brakes. Rick Tripudi then inherited fifth, which he would hold to the end.

"They all started falling and I just kept mine up," Kirk said. "It starts playing on your mind when you see guys crashing. The Bridgestones are just developmental at this point, but they worked well." CN

Results

QUALIFYING: 1. Chris D'Aluisio (1:48.480); 2. Jon Cornwell (1:48.884); 3. Don Greene (1:49.678); 4. Jim Filice (1:50.015); 5. Al Salaverria (1:50.074); 6. Nick Ienatsch (1:50.106); 7. Rick Tripodi (1:50.323); 8. Danny Walker (1:51.087); 9. Andrew Trevitt (1:51.207); 10. Rick Kirk (1:51.348); 11. Michael Graves (1:51.746); 12. Mike Sullivan (1:51.841); 13. Martin Miller (1:52.518); 14. William Himmelsbach (1:53.609); 15. Tom Paris (1:53.678); 16. Donn Lewis (1:53.848); 17. Andy Fenwick (1:54.158); 18. Jimmy Mosley (1:54.331); 19. Thornton McPheeters (1:55.774); 20. John France (1:55.979); 21. Andrew Perkins (1:57.447); 22. Kurt Dimick (1:58.926); 23. Jim Bonner (1:59.339); 24. Perry Melneciuc (1:59.442); 25. Edward Borowy (1:59.689); 26. Ty Piz (2:02.592).

FINAL: 1. Jimmy Filice (Yam); 2. Jon Cornwell (Yam); 3. Rick Kirk (Yam); 4. Don Greene (Yam); 5. Rick Tripodi (Yam); 6. Tom Paris (Yam); 7. Mike Sullivan (Yam); 8. Danny Walker (Yam); 9. Andy Fenwick (Yam); 10. Martin Miller (Yam); 11. Al Salaverria (Apr); 12. Andrew Trevitt (Yam); 13. William Himmelsbach (Yam); 14. Jimmy Mosley (Yam); 15. Kurt Dimick (Yam); 16. Thornton McPheeters (Hon); 17. Andrew Perkins (Yam); 18. Jim Bonner (Yam); 19. Perry Melneciuc (Apr); 20. Ty Piz (Yam); 21. Donn Lewis (Yam); 22. John France (Hon); 23. Chris D'Aluisio (Yam); 24. Nick Ienatsch (Yam); 25. Edward Borowy (Yam); 26. Michael Graves (Yam).
Time: 37 min., 9.432 sec.
Distance: 20 laps, 50 miles.
Average Speed: 80.738 mph.
Margin of Victory: 10.040 sec.

250cc C'SHIP POINT STANDINGS: 1. Jimmy Filice (79); 2. Nick Ienatsch (75); 3. Chris D'Aluisio (64); 4. Rick Kirk (56); 5. Rick Tripodi (53); 6. Danny Walker (51); 7. Tom Paris (46); 8. Mike Sullivan (42); 9. Brad Sawyer (39); 10. Jon Cornwell (34); 11. William Himmelsbach (26); 12. Don Greene (24); 13. Martin Miller (18); 14. (TIE) Andrew Trevitt/ Joe Cole (16).

D'Aluisio keeps the hot hand

New Englander Chris D'Aluisio (right) kept his advantage over the rest of the 250cc Grand Prix field at Heartland Park Topeka, although the gap was closed somewhat.

Riding his Davhar Racing Yamaha TZ250 in timed practice, D'Aluisio stopped the clock at one-minute, 48.480-seconds for an average speed of 82.965 mph on the 2.5-mile race track. And that was with a TZ250 that tuner David Harold called, "a little tired."

Second fastest was Canadian Jon Cornwell, back from his excellent European Grand Prix adventure. The JJ Barnike Ltd.-backed rider was making his first AMA appearance since Loudon in June, and was showing that his recent GP rides have helped his riding. Cornwell clocked a 1:48.884 lap on a circuit he'd never ridden on before.

Third fastest was another non-AMA regular, Don Greene on the Dianetics-sponsored Yamaha TZ250 at 1:49.678. Greene has been focusing his attention on the WERA Formula II Series where he is making a run at winning the championship.

Filling the front row was LA Motor Works' Jimmy Filice. The diminutive Californian crashed his Yamaha TZ250 on Friday, his first crash since returning to action after his near-fatal car crash.

The trickest motorcycle in the pits led the four-rider second row — Al Salaverria's three-week-old Aprilia AF1 V-twin. Salaverria and his Dave Ray-headed crew were having teething problems with the new bike in addition to this being Salaverria's first AMA race of the year after dabbling in the European 250cc championship on a different Aprilia.

"It's just lack of time with the motorcycle," Ray said. "Not all engines are the same. We've only had it three weeks and we haven't had any test sessions at all. We're just learning." Still, the Aprilia drew the most attention in the pits.

Championship leader Nick Ienatsch was sixth fastest followed by Rick Tripodi, Danny Walker, Andrew Trevitt and Rick Kirk, who was using Bridgestone slicks on his Yamaha TZ250 in a class dominated by Dunlop rubber.

DuHamel flawless in Kansas 600

By Paul Carruthers
Photo by Werner Fritz

TOPEKA, KS, SEPT. 8

Commonwealth Racing's Miguel DuHamel rode such a masterful race at Heartland Park Topeka that he made a normally exciting class of racing rather dull.

Leading from start to finish, the French Canadian and his Honda CBR600 F2 blasted away from the pack to win by an unheard of margin of 18.491 seconds. DuHamel averaged 79.573 mph in completing the 14 laps of the 2.5-mile race track in 26 minutes, 23.449 seconds.

A distant second place went to Two Brothers Racing's Steve Crevier on a similar Honda CBR600 F2 ahead of the Yamaha FZR600 of Vance & Hines-backed Larry Schwarzbach. Atlantic Motorsports Group's Tom Kipp and self-sponsored Jeff Farmer rounded out the top five finishers.

DuHamel's victory, his sixth of the season, gives him a nearly insurmountable points lead over Kipp, 120-86, with two rounds and 40 points still up for grabs.

In the Top Expert point standings — for first-year AMA Pro license holders and AMA/CCS Expert license holders — Tripp Nobles held on to his lead with a seventh place finish, one position behind John Choate, who moved up from sixth place in the point standings with his sixth place finish. Choate, incidently, was riding Rich Arnaiz's vacated Commonwealth Honda CBR600 F2 in a one-off opportunity he was given by team owner Martin Adams. Nobles leads Choate, 104-75.

Fast heat race winner DuHamel blitzed off the start for the 14-lap race and never looked back. He led by 6.4 seconds at the six-lap mark and stretched to over 18 seconds at the finish.

"They (his crew) gave me a plus 5 or plus 7 (on his pit board) and I thought 'really?' " DuHamel said. "I just kept a good pace. You never know — that time can go away."

Crevier's race was also rather uneventful, at least after some fairing bashing with early second place man Schwarzbach. Crevier got by the Texan on the fourth lap and was never headed as he tried in vain to run down DuHamel.

Schwarzbach finished a lonely third after being disposed of by Crevier and the only real race came behind him. Two Brothers Racing's Takanobu Koyama was the first man to hold down fourth place, but he was soon dislodged from the postion by Kipp. Shortly thereafter, Koyama tossed his CBR600 away in the final corner. He remounted, crashed again the following lap and then got going again to finish 13th.

The crowd's attention then turned to the battle for fifth between Choate, Farmer, Nobles and Doug Carmichael. Eventually Choate and Farmer cleared away from the other two with Farmer getting the nod at the finish line.

"I didn't have much mid-range," Crevier said. "I couldn't get off the corners. I hit Larry (Schwarzbach) twice — maybe he was helping Miguel (DuHamel)."

Schwarzbach concurred: "Maybe I was holding him up a bit. I was trying my darndest to keep him behind me." CN

Results

HEAT 1: 1. Tom Kipp (Hon); 2. Takanobu Koyama (Hon); 3. Jeff Farmer (Hon); 4. John Choate (Hon); 5. Doug Carmichael (Hon); 6. John Jacob (Yam); 7. Roy Nicholson (Hon); 8. Ronald McGill (Hon); 9. Mike Himmelsbach (Hon); 10. Greg Hutcheson (Yam); 11. Rod Brueske (Yam); 12. Gary Lenzmeier (Yam); 13. Jordan Brown (Yam); 14. Michael Dye (Yam); 15. Marty Coyne (Yam).
Time: 9 min., 36.353.
Distance: 5 laps, 12.5 miles.
Average Speed: 78.077 mph.
Margin of Victory: 0.198 sec.

HEAT 2: 1. Miguel DuHamel (Hon); 2. Steve Crevier (Hon); 3. Larry Schwarzbach (Yam); 4. Tripp Nobles (Hon); 5. James Leslie (Hon); 6. Jim Sabin (Hon); 7. William White (Yam); 8. Thomas Montano (Yam); 9. John Stanley (Hon); 10. Frank Hampel (Yam); 11. John Beldock (Hon); 12. Joseph Prussiano (Hon); 13. Michael Sullivan (Yam); 14. John Weiss (Yam).
Time: 9 min., 24.558 sec.
Distance: 5 laps, 12.5 miles.
Average Speed: 79.708 mph.
Margin of Victory: 3.288 sec.

600cc SS FINAL: 1. Miguel DuHamel (Hon); 2. Steve Crevier (Hon); 3. Larry Schwarzbach (Yam); 4. Tom Kipp (Hon); 5. Jeff Farmer (Hon); 6. John Choate (Hon); 7. Tripp Nobles (Hon); 8. Doug Carmichael (Hon); 9. Ronald McGill (Hon); 10. Joseph Prussiano (Hon); 11. Roy Nicolson (Hon); 12. John Jacob (Yam); 13. William White (Yam); 14. Takanobu Koyaba (Hon); 15. Mike Himmelsbach (Hon); 16. John Stanley (Hon); 17. Greg Hutcheson (Yam); 18. Michael Sullivan (Yam); 19. Rod Brueske (Yam); 20. Frank Hampel (Yam); 21. Marty Coyne (Yam); 22. Michael Dye (Yam); 23. Jordan Brown (Yam); 24. James Leslie (Hon); 25. John Weiss (Yam); 26. Thomas Montano (Yam); 27. Gary Lenzmeier (Yam); 28. Jim Sabin (Hon)
Time: 26 min. 23.449 sec.
Distance: 14 laps, 35 miles.
Average Speed: 79.573 mph.
Margin of Victory: 18.491 sec.

600cc SS C'SHIP POINT STANDINGS: 1. Miguel DuHamel (120); 2. Tom Kipp (86); 3. Larry Schwarzbach (70); 4. Jeff Farmer (57); 5. Tripp Nobles (49); 6. Richard Arnaiz (47); 7. Jamie James (45); 8. Takanobu Koyama (36); 9. Steve Crevier (32); 10. (TIE) John Choate/Jim Leslie (30); 12. Michael Barnes (28); 13. Scott Zampach (27); 14. Mike Moores (25); 15. (TIE) Doug Carmichael/John Jacob (22).

Russell overcomes mud slides

By Brent Plummer

TOPEKA, KS, SEPT. 8

Racing in a thundering downpour that swept across the plains of Kansas, Scott Russell scored his third straight 750cc Supersport win at Heartland Park Topeka to remained undefeated in the class this year. And more importantly, he wrapped up his second straight 750cc Supersport Championship.

However, due to the rain, this one was close. At the start, Russell — naturally — sat on the pole. When the green flag waved, so did Russell's rear tire: He spun it through the big puddle that was the front straight. Jeff Heino was gridded immediately behind Russell, and almost ran over him in an attempt for the lead. The two ran dangerously near, and quite slow towards the first turn. Russell would later elaborate: "I just spun it, and then I was trying to get out of these guys' way. I didn't want to be up there in the front anyway, in case someone tossed it away."

Surprisingly, everyone made it through the first turn without an incident, but then the race turned chaotic. Britt Turkington led the pack off the line into turn one, around the first few turns, and straight off the track in turn 10.

"I went off there and was trying to get it turned and then here comes Russell up in front of me. Everybody was everywhere on the first two laps, it was hideous, really crazy." Turkington said.

"I saw Turkington go straight, and whoever was in second - Bue, I think - he took off through the grass and I thought 'Yeah, I'm going to get these guys, and I tried to turn it, but the bike went 'no,' and I went through the grass," Russell said. "Turkington already had his bike turned coming (towards me), and I thought 'Oh no, I'm gonna T-Bone him,' but I went right in front of him."

Luckily, Russell got his Muzzy bike stopped while remaining upright, and rejoined the race mid-pack. Turkington was more fortunate, reentering in the top three.

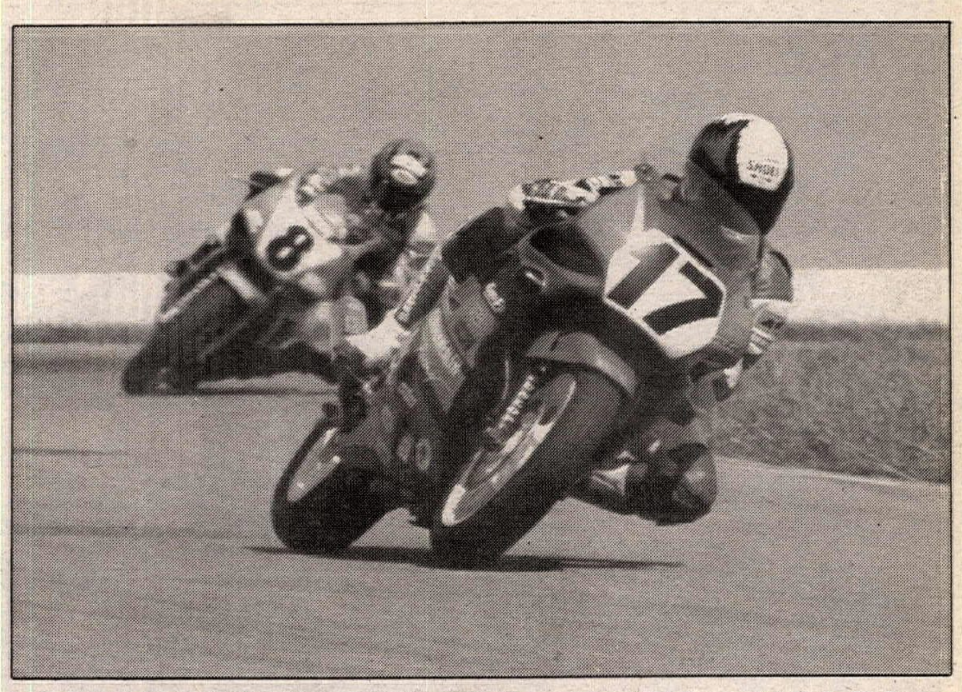
Titian Bue, Bob Sandy, and Jeff Heino also followed Turkington off the track, with the latter two going down in the mud. Heino remounted, and promptly pulled in the pits with an injured wrist. He shrugged off the accident. "I saw this sign out there that said 'Mud Slides,' with an arrow, so I followed it, right off into the bogs," Heino said.

Sandy was able to continue, though his bike fared a bit worse; he was black-flagged the next lap. A quick pit stop to rip a flapping right fairing lower off, and Sandy was back out. Normally, the stop would have cost him any chance of winning the race, but everyone was running so slow that 15 seconds in the pits really did not matter.

Fast starter Tripp Nobles was also off in the mud, though he did not make it past the turn eight chicane. A bit dazed from the wreck, Nobles left his Honda CBR600 in first gear. With the transmission engaged, the bike would not start, so he just sat there, until about 30 seconds later, he realized the error, plunked it in neutral, and was off, somewhere around last.

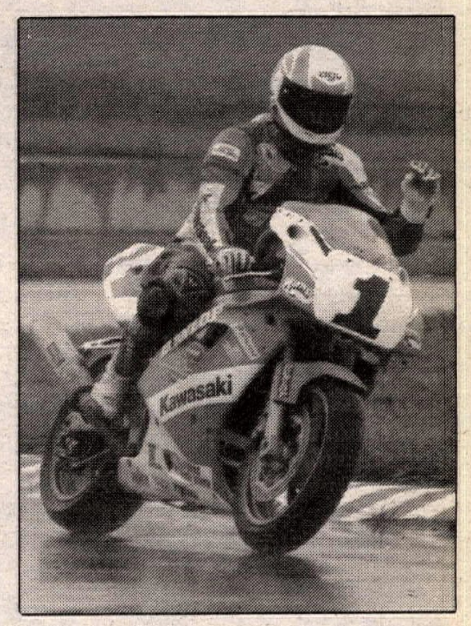
With so many people down, Turkington, Dave Deveau, and Jacques Guenette were vying for the early lead. Russell soon regrouped, unshaken from the three off-track excursions he encountered, and took his accustomed spot, at the front of the pack. From there on, Russell and Turkington, who was running in second, would not relinquish their spots, finishing in that order.

The race for third was relegated to Guenette, Sandy, Dean Mizdal and Dave Deveau. Mizdal was the first to bow out, losing a lap while picking mud out of his bike that it scooped up in a crash. Guenette too would fall - in spectacular fashion - down the front straight. He slid at least 60 yards, spinning on his back the whole way. After finally stopping, Guenette stood up, looked around, saw his undamaged bike and dashed for it. He would remount in time to stay on the lead lap, finishing ninth overall.



Miguel DuHamel (17) was perfect in 600cc Supersport as he won for a sixth time.

Scott Russell clinched the 750cc Supersport title with another victory.



Unofficially, Sandy was running the fastest laps of the race, which helped him take third overall, slightly ahead of Deveau. Tripp Nobles struggled up to fifth, with Mike Sullivan, James Schaefer, Louis Saccoccio, Guenette and Robin Holiday staying relatively upright to round out the top ten. CN

Results

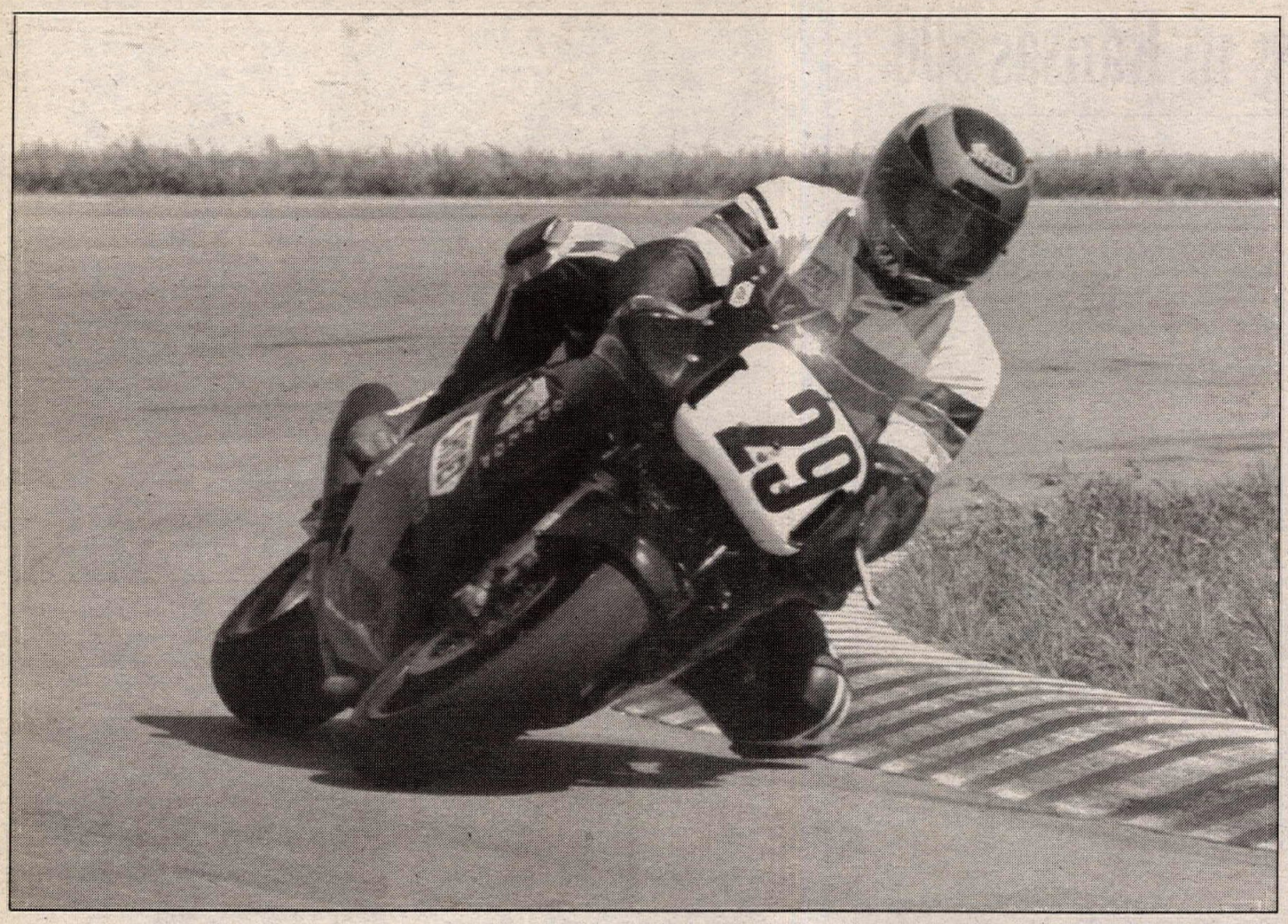
HEAT 1: 1. Britt Turkington (Suz); 2. Titian Bue (Suz); 3. Mark McDaniel (Suz); 4. Tripp Nobles (Hon); 5. James Schaefer (Suz); 6. Sam McDonald (Suz); 7. Dean Mizdal (Suz); 8. Mike Surratt (Suz); 9. David Rosno (Suz); 10. John Erdrich (Kaw); 11. John Stanley (Hon); 12. Louis Saccoccio II (Kaw).
Time: 9 min., 37.258 sec.
Distance: 5 laps, 12.5 miles.
Average Speed: 77.955 mph.
Margin of Victory: 1.406 sec.

HEAT 2: 1. Scott Russell (Kaw); 2. Jacques Guenette, Jr., (Kaw); 3. Jeff Heino (Suz); 4. David Deveau (Suz); 5. Bob Sandy (Kaw); 6. Owen Weichel (Suz); 7. Robin Holiday (Suz); 8. Rusty Allen (Kaw); 9. David Hansen (Suz); 10. Dennis Burke (Suz); 11. Frank Hampel (Yam); 12. Michael Dye (Suz); 13. Jeff Herzog (Kaw).
Time: 9 min., 21.916 sec.
Distance: 5 laps, 12.5 miles.
Average Speed: 80.083 mph.
Margin of Victory: 12.215 sec.

750cc SS FINAL: 1. Scott Russell (Kaw); 2. Britt Turkington (Suz); 3. Bob Sandy (Kaw); 4. David Deveau (Suz); 5. Tripp Nobles (Hon); 6. Michael Sullivan (Yam); 7. James Schaefer (Suz); 8. Louis Saccocchio II (Kaw); 9. Jacques Guenette, Jr. (Kaw); 10. Robin Holiday (Suz); 11. Titian Bue (Suz); 12. Andrew Deatherage (Suz); 13. Dean Mizdal (Suz); 14. David Hansen (Suz); 15. Mike Surratt (Suz); 16. Sam McDonald (Suz); 17. Dennie Burke (Suz); 18. Rusty Allen (Kaw); 19. David Rosno (Suz); 20. John Erdrich (Kaw); 21. Owen Weichel (Suz); 22. Mark McDaniel (Suz).
Time: 36 min., 51.561 sec.
Distance: 14 laps, 35 miles.
Average Speed: 56.973 mph.
Margin of Victory: 56.513 sec.

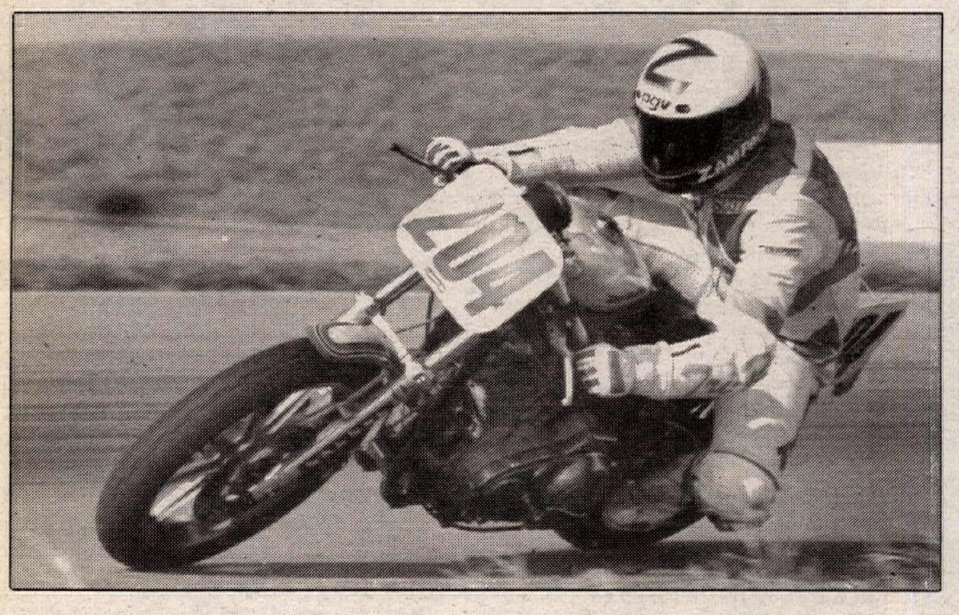
750cc SS C'SHIP POINT STANDINGS: 1. Scott Russell (140); 2. Britt Turkington (97); 3. Jacques Guenette, Jr. (81); 4. Titian Bue (60): 5. Bob Sandy (52); 6. Tripp Nobles (49); 7. Jeff Heino (47); 8. (TIE) James Schaefer/Glenn Barry (35); 10. (TIE) Andy Deatherage/Mike Moores (26); 12. Louis Saccoccio (22); 13. Todd Hoge (19); 14. Gerald Rothman (18); 15. Steve Crevier (17).

ROAD RACE AMA/Circle Bell Pro Twins GP1 and GP2: Round 6



Pablo Real won his first AMA Pro Twins GP1 race at Kansas, and with the win took over the championship points lead.

Scott Zampach won a hotly contested Twin Sport race, beating Tripp Nobles.



Pablo's for Real

By Paul Carruthers
Photo by Werner Fritz

TOPEKA, KS, SEPT. 8

Gia Ca Moto's Pablo Real, benefiting greatly from a five-rider crash that took his main competitors out of the race, held on to win his first AMA Pro Twins race at Heartland Park Topeka.

The Newport News, Virginia, rider averaged 75.573 mph to win the red-flag interrupted race. The red flag stopped not only the race, but any chance of a real battle at the front of the pack as the two fastest riders in the race, Jimmy Adamo and Pascal Picotte, went down in the fracas.

Adamo and his Gia Ca Moto Ducati were leading the proceedings when the accident occurred, with five riders, including Picotte and the Fast By Ferracci Ducati who were in pursuit of Adamo, crashed out in turn seven. Adamo restarted the race, but was never a factor.

Following a 50-minute delay while oil and debris were cleared from the race track, Real took the lead and was never headed. The only excitement on the track came from Robert "Dr. Bob" Meister and his Two Brothers Racing GP2-class Honda.

Meister rode the wheels off the Honda to stay close to Real throughout the race, eventually falling short by approximately five seconds. Still, GP2 class winner Meister finished second overall after starting from the second wave of GP2 bikes — an impressive feat. Meister gave credit to Two Brothers and also thanked Freddie Spencer for letting him use one of the three-time World Champion's discarded Michelin tires.

The only real battle on the track was that for third overall between Warren Elliott, on a third Gia Ca Moto-backed Ducati, and Greg Kopp and his Marketron-backed Ducati. Elliott got the better of the duel when Kopp lost his glasses, and came away with second place in the GP1 class.

Second in GP2 went to Kiyo Watanabe on the Hollywood Motorcycle Machine/Cycle King-backed Honda with championship points leader Stephen Matthews finishing third on the Fast By Ferracci Ducati. Matthews leads Meister, 92-71, with two rounds remaining.

Real's win gives him a three-point lead over his teammate Adamo in the championship point standings, 82-79. Elliott is a close third with 75 points.

"I kept the pace smooth," Real said. "I knew the race was longer than one lap. It was a good ride. I wasn't pressured from behind, so I could keep the pace."

"With three or four laps to go the engine started missing in fourth and fifth gear," an excited Meister said. "I wanted to win, and I finally won one." CN

Results

GP1: 1. Pablo Real (Duc); 2. Warren Elliott (Duc); 3. Greg Kopp (Duc); 4. Michael Kraft (H-D); 5. Nigel Gale (H-D); 6. James Adamo (Duc).
Time: 31 min., 45.451 sec.
Distance: 16 laps, 40 miles
Average Speed: 75.573 mph.
Margin of Victory: 16.929 sec.

GP2: Robert Meister (Hon); 2. Kiyo Watanabe (Hon); 3. Stephen Mathews (Duc); 4. Eron Flory (BMW); 5. Ronald McGill (Hon); 6. Kenneth Paulson (Duc); 7. Al Charles (Duc); 8. Michael Belisle (Duc); 9. Michael Reilly (Hon).
Time: 31 min., 54.509 sec.
Distance: 16 laps, 40 miles
Average Speed: 75.215 mph.
Margin of Victory: 13.690 sec.

GP1 POINT STANDINGS: 1. Pablo Real (82); 2. James Adamo (79); 3. Warren Elliott (75); 4. Nigel Gale (51); 5. Doug Polen (47); 6. (TIE) Greg Kopp/Kurt Liebmann (43); 8. Pascal Picotte (40); 9. Devin Battley (26); 10. Mike Tiberio (25); 11. Donald Unger (18); 12. Mark Reynolds (14); 13. Michael Kraft (13); 14. (TIE) Shawn Higbee/Scott Zampach (11); 16. Peter Kight (10); 17. John Log (8); 18. Kenny Phillips (6); 19. Douglas Gross (5); 20. John Virgadamo (4); 21. Perry Melneciuc (3).

GP2 POINT STANDINGS: 1. Stephen Matthews (92); 2. Robert Meister (71); 3. Scott Williams (65); 4. Kiyoshige Watanabe (59); 5. William McGill (Hon); 6. Doug Phillips (46); 7. Pete Johnson (32); 8. Kenneth Paulson (26); 9. Paul Kelly (23); 10. Frank Shockley (21); 11. (TIE) Jussi Hautaniemi/Craig Shambaugh (20); 13. Al Charles (17); 14. Gus Denzler (16); 15. (TIE) Hilton Van Staden/Robert Griffiths (15); 17. (TIE) Fran Flory /Paul Orlandi/Steve Apsland (13); 20. (TIE) Michael Belisle/William Shanaman (11); 22. (TIE) Michael Reilly/Kevin Stasny (10); 24. (TIE) Joseph Santa Maria/James Whitaker (9); 26. Mark Cruz (8); 27. Timothy Seebold (7); 28. (TIE) Rich Paxson/David Karten/Gary Stas/Nancy Delgado (6); 32. (TIE) William Atkinson/Shawn Higbee/Trevor Dunne (5); 35. Russ Katzenberger (4); 36. (TIE) Edward Salley/Byron Baidsen/Marcus Day (3); 39. (TIE) Daniel Caulkins/James McNulty (1).

AMA/CCS Harley-Davidson Twin Sport Series: Round 8

Zampach stomps

By Brent Plummer

TOPEKA, KS, SEPT. 8

Scott Zampach had another race-long battle with Tripp Nobles, but in the end, Zampach pulled away to win by a mere three seconds. Zampach and his Tilley Harley-Davidson/ AGV/ Dunlop/ Tsubaki-sponsored 883 Sportster averaged over 73 mph in the race, usually running lap times just under 2 minutes, 3 seconds.

By winning, Zampach assumed the series points lead over Twin Sports arch rival Nobles by one point, 146-145.

Nigel Gale was a close third, although he had his problems early on in the race.

"As long as you don't mess up, you can hang with these guys, but I messed up, and it was 'sayonara,' " said Gale.

At the start, Nobles jumped off the line, with Zampach not far behind. Tripp tore through the infield, and by the end of lap one, he held an amazing two-second lead over a tight Zampach/ Gale tussle. Nobles had a scare on the second lap while running through the carousel; the front began chattering and hopping around the track. Nobles saved it, though his troubles were not over.

Nobles' Bartels' Harley-Davidson/ Dunlop/Motul/Fieldsheer/SBS/ Arai/Tsubaki/Macon H.O.G.-backed Harley's motor began puffing oil under deceleration and losing speed down Topeka's straights. Zampach wasted no time capitalizing on Nobles' misfortune, and assumed the lead at the beginning of the sixth lap.

Zampach then ran away from everyone while Gale began closing on Nobles, though he was never able to make a pass. Meanwhile, back in fourth, Andy Fenwick was running a lonely race, occasionally glancing over his shoulder to check how close number one plate-bearer Randy Texter was getting, which was never close enough to threaten Fenwick's hold on fourth.

The finishing order saw no surprises from the sixth lap report: Zampach first, with Nobles, Gale, Fenwick and Texter following. Michael Kraft, Eric La Cruze, Mike Hale, Mike Patterson, and Darrell Jones rounded out the top 10. CN

Results

TWIN SPORTS: 1. Scott Zampach; 2. Tripp Nobles; 3. Nigel Gale; 4. Andy Fenwick; 5. Randy Texter; 6. Michael Kraft; 7. Eric La Cruze; 8. Mike Hale; 9. Mike Patterson; 10. Darrell Jones; 11. Shawn Higbee; 12. Nancy Delgado; 13. Al Charles; 14. Brock Biffart; 15. Kory Hofer; 16. Richard Koehler; 17. Marc Gifford
Time: 20 min., 29.971 sec.
Distance: 10 laps, 25 miles.
Average speed: 73.172 mph.
Margin of victory: 3.165 sec.

C'SHIP POINT STANDINGS: 1. Scott Zampach (146); 2. Tripp Nobles (145); 3. Nigel Gale (108); 4. Randy Texter (82); 5. Richard Koehler (58); 6. Andy Fenwick (48); 7. Michael Kraft (45); 8. Darrell Jones (34) 9. Chuck Blachmon (31); 10. Shawn Higbee (29).

To Be Continued.

With his record-breaking 41st win at the Indy Mile, Scott Parker became the winningest AMA Grand National champion ever. Congratulations to Scott, his tuner Bill Werner, and the Harley Owners Group®. You ain't seen nothin' yet.

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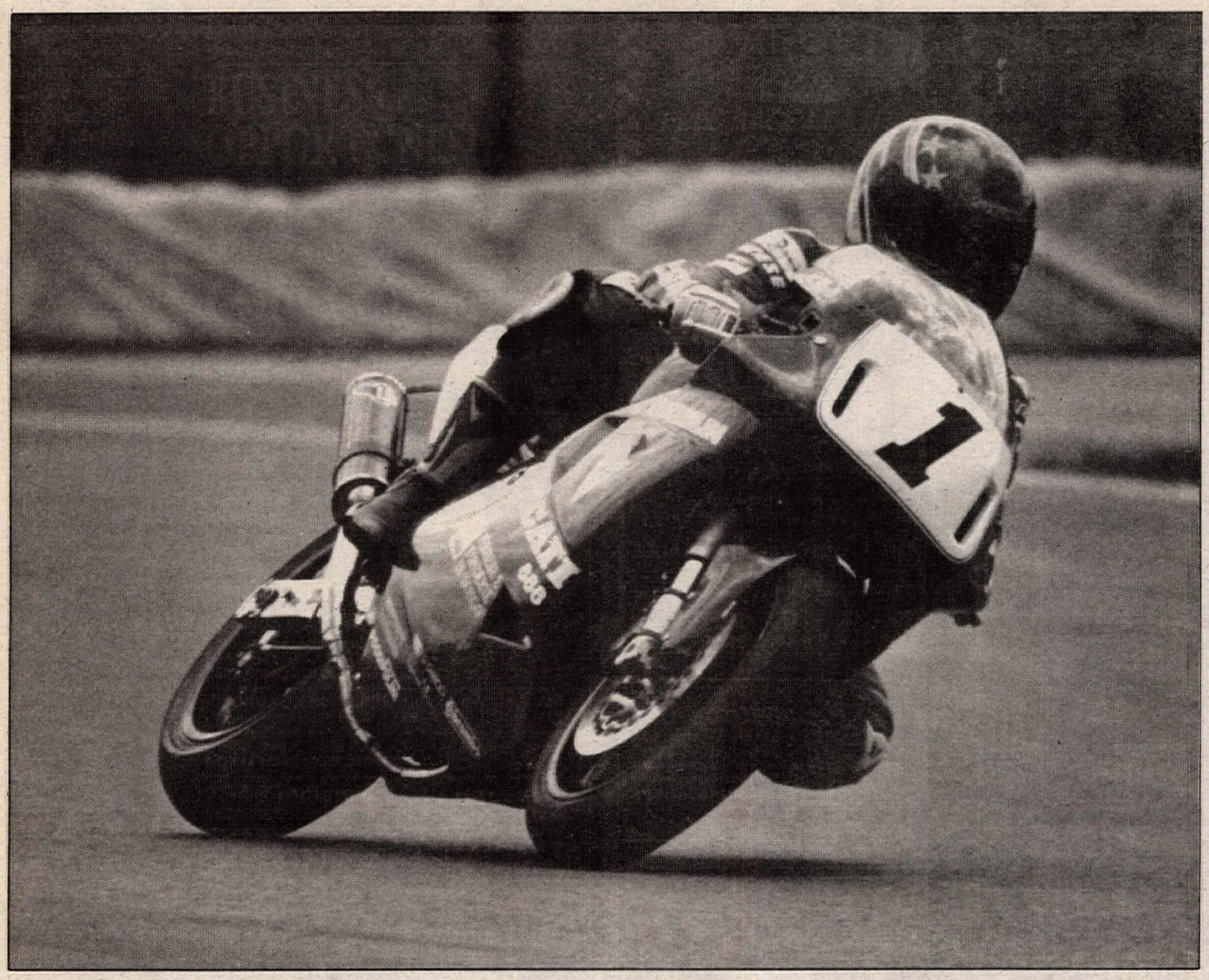


Frenchman Raymond Roche broke a one-year dry spell by winning the Malaysian Grand Prix.

Roche ends Polen's win streak in Malaysia

By Bruce Newton

DARAL EHSAN, MALAYSIA, SEPT. 1

When Raymond Roche crossed the line to win leg two of the French round of the Diesel Jeans Superbike Series last year, he probably never dreamed that it would take him nearly a year before he greeted the checkered flag first again.

But that's exactly how it has worked out. That win at Le Mans in 1990 was his 13th in the Superbike Championship and the number worked all its evil on him, until the Malaysian round at Shah Alam on Sunday of the Labor Day weekend lifted the hex.

In Malaysia, Roche reminded us why he won the 1990 World Championship. His wins were not of the Doug Polen runaway variety, more graft and guts than glory — an eventual wearing down of the opposition. Over two 26-lap battles in 93 degree heat he and the factory Ducati were the best combination. They simply had another gear to go when it counted.

Polen was searching for the right gear all race day and never found it. He had qualified on the pole but never led a lap of either race, his tire advantage of previous races apparently ground away by the intense heat and abrasive surface. Being the character he is, built with an excessive desire to win, he will make the rest pay for his day in the shadows.

The men who made Roche work hardest were Italian puzzler Fabrizio Pirovano — he who only shows up on race day, an on-form Stephane Mertens and Aaron Slight, the Kiwi whose results didn't do credit to how well he rode.

Team Kawasaki's Rob Phillis had a bad day. In Phillis vernacular the last few meetings have been "horn," while this one was definitely "pox." As a result of a fifth and a DNF, his second place in the World Championship is under dire threat from Roche.

The best thing about the meeting was undoubtedly the racing. Riders went in hard, took risks and battled hard. The difference was here they were doing it for the lead rather than second place.

The worst point, undoubtedly the disorganized nature of the race meeting. With the Grand Prix coming in four weeks, there was only a small crowd and seemingly little effort put into this meeting. A major disappointment considering the excellent show last November.

Qualifying

After the heady heights of the Sugo entry list replete with factory motorcycles and riders, it was back to earth at the grandly-titled Shah Alam Motorsports Paradise.

Gone were many of the stars of the previous weekend — Magee, Goddard, Mackenzie, the Japanese teams and riders. It was no surprise that the atmosphere in Malaysia was decidedly downbeat, particularly as just 22 bikes practiced and 20 were able to make it under the qualifying cut-off, although the other two were allowed to start.

The newcomers who bolstered the field of 13 internationals were all Australians and New Zealanders. Slight made the trip on from Japan, his Kawasaki ZXR750 clothed in Team Luck Strike colors. Fellow Kiwi Andrew Stroud was also riding for Lucky Strike as well as James Knight. Riding for the local Marlboro Yamaha team were Scott (brother of Mick) Doohan and Auckland resident Simon Crafar, while Wollongong's Trever Jordan was on the Mild Seven Suzuki.

Missing from the internationals were Yamaha riders Udo Mark and Jari Suhonen, the former returning home to defend his German Superbike Championship lead and the latter budged conscious without a sponsor for the second leg of the Asian journey.

Considering the weaker state of the entry, it was no surprise that Texan Polen took his fifth straight pole position and seventh for the season, some 0.82 sec. under the lap record.

He'd dominated the wet first session on Friday at his first look at the place, then gone 0.19 sec. under the lap record that afternoon. Saturday morning, after transferring to his race bike from the spare, he was only second fastest to Mertens and concerned about suspension setup.

The suspension on this bike had been re-valved since he last rode it but the settings had not been adjusted, which led to some rare head-scratching from both Polen and Eraldo Ferracci before it was rectified for session two.

In the 95 degree heat of the afternoon, Polen used the new Dunlop qualifier to secure the pole position at one min., 28.08 sec., although he was only a few tenths slower on race tires. Nevertheless it was slower than he'd planned to go: "The temperature was definitely a lot hotter in the afternoon and a fast lap in the morning would have been the way to go," Polen said.

Roche, after languishing all weekend well back, came good in the afternoon to slot in second fastest, the first time since Donington that he has risen so high on the grid. He was 0.48 sec. slower than Polen and happy, a rare enough sight these days.

Well, he was displeased about one thing and that was that Mertens was using a 920cc motor throughout this meeting at the request of Ducati to evaluate it. The Belgian was second for much of the final session but with only one wheel fitted with carbon discs, a new set of tires meant changing the front on and off the one rim, so he elected not to make a final attack after setting his best time on a qualifier.

Less calculating and more frustrated was Phillis in fourth, although it's easy to forget that just a few meetings ago a front row slot would have satisfied him immensely.

"The bike's not quite right. The suspension isn't quite right nor is the carburetion."

Slight also was annoyed, even if he was on the front row, the first man to qualify outside the lap record: "I went in for a fresh tire but the cupboard was bare," he explained after session two. The special rear tire had made its way onto the back of teammate Knight's Kawasaki.

In the morning session, Slight was similarly frustrated, actually lashing a boot out at Polen who had come out of the pits on cold tires and interrupted his flier. "I missed," was his laconic summation.

Tardozzi, deeply involved in testing race tires for first-time visitor Pirelli, had been fifth after the first session and dropped a spot in session two as he evaluated the wrong rubber.

Understandable really, as Pirelli had brought no less than eight rears to try along with three fronts. Michelin, continuing its revitalization, wasn't far behind with six rears and four fronts while Dunlop added a harder rear to its 6-and-a-quarter inch range.

Tardozzi's inseparable racing partner from Japan, Giancarlo Falappa, was next making it five factory Dukes in the top seven.

The rest of row two was left to Rymer and Merkel, the former putting in one of his best efforts for a while as he reverted as much as possible to 1990 settings in a bid to sort out his protracted suspension woes.

Merkel had started the meeting on the twin-pipe Japanese bike and almost immediately solved the carburetion flat-spot which had bedeviled him in Japan. Then the other bike had been converted to twin-pipe spec and had all its extra radiators, electrics, metal removed from it to the other machine which promptly dropped a valve. So mechanics Norris Farrow and Merlyn Plumlee set about the arduous task of returning all the gear back to their own machine. Front tires were again shaping up as a problem for Merkel come race day.

Last year's double winner, Pirovano, was 10th, bike okay and rider asleep until race day as usual. Fogarty was

11th after an engine change between sessions when a titanium valve stretched. Then came Stroud, benefitting from chasing Slight in session one but struggling with a bike that refused to stop wobbling through the long flat-out kink, then Lopez-Mella riding more aggressively than for some time at a track which resembles Jarama, and Knight and Doohan.

Race one

The ambient temperature was hovering around 93 degrees and the track temperature 115 degrees as the field made a rather messy start from the grid.

Pirovano, unsurprisingly, grabbed the holeshot by just out-braking Roche into the first turn. Phillis was third ahead of Polen before Mertens came flying up past them both.

The Belgian was giving it everything early, leading laps two, three and four before Phillis stuffed him to take over from laps five through nine. Then it was Pirovano's turn again, sliding underneath the Kawasaki in the kink at the fastest part of the course in a neat maneuver. Roche outbraked Phillis into the left-hand Lucky Strike Loop which follows and by the end of the next lap Mertens and Falappa had pushed the Australian back to fifth.

"The bike was so slow it wouldn't pull the skin off a rice pudding," Phillis complained later. "The temperature was real high, the rear tire was sliding and I was wearing my unvented leather suit, I could hardly stand the heat with five laps to go."

The order behind the top five at the end of lap 11 was Polen, Tardozzi, Slight, Fogarty all with the leaders, then a gap to Rymer and another gap back to Merkel, who had lucked out and found a front tire that worked and was leading the scrapping teammates Knight and Stroud.

From this point on, it was all backwards for Mertens as he lost the use of the clutch. He eventually dropped back to ninth. The problem was an unusual one, the piston in the Brembo master cylinder actually having a hole in it.

Roche and Pirovano were now going right at it, swapping the lead three times on lap 12 before the Ducati rider emerged in front. They even appeared to hit at one stage, an incident which Roche confirmed but Pirovano denied.

Polen was never a factor, not coming forward and threatening at all: "The gearing wasn't right." he explained later. "First was too low and second was too tall so I'm going to change to my spare bike for race two. I'll also change compounds because that one was a little soft."

For the next few laps the gap between Roche and Pirovano was never more than a tenth or two but on lap 17 it blew out to over a second after the Yamaha had a big slide. From there, Roche went on to score an untroubled win by 3.5 seconds. But who would finish second was another question.

Falappa had dropped out of third as his left arm and shoulder faded and he was unable to operate his clutch lever, but his eventual sixth was still a meritorious result. Phillis, his times varying erratically, went back into third briefly, but coming through hard was Tardozzi, disposing of and unsettling Polen as he ran him wide under brakes at Lucky Strike Loop, then catching Falappa and finally Phillis.

He pressured Pirovano but was unable to beat him: "My back protector was too tight and I got cramps, I couldn't feel my legs for the last 10 laps." Tardozzi gasped as he slumped sweat-soaked on a sofa in his garage. "Also the front tire was gone with 10 laps to go." It was little consolation as he recovered to know that he had no better front Pirelli to change to.

Polen wasn't going to win but he couldn't be kept out of the glory altogether, setting a new lap record at 1:28.69 and passing a dispirited Phillis on the last lap. Slight, in seventh, was another unhappy Kawasaki pilot after being constantly stymied by the fleet of grunting Italian V-twins. Fogarty, again first Honda, was in the same position and unhappy with virtually every aspect of his bike — lack of power and a surfeit of vibration from the spare motor, tires, gear selection plus a knee scraper fell off and he damaged his leathers.

Behind Mertens, Rymer rounded out the top 10, with Stroud just pipping Merkel to the line after they traded 11th place twice on the last lap. DeVries and Mella battled each other through most of the race, passing an unlucky Knight in the last couple of laps after his rear tire did a 'Doohan' and shed a long strip of tread on the left-hand side. He was lucky to finish considering the hole in the tire went through to the canvas.

The tire that failed had been used as a qualifier by the main Michelin men because it was too soft for race conditions. But Knight had asked for a special tire and that was all that was available. The result was probably not surprising: "For me it was a good engineering test," joked Michelin's Laurent Joly.

Race two

The clouds had moved in but the temperature remained stuck at 93 degrees and track temperature had gone up to an incredible 122 as the field roared away in much tidier fashion with Roche holeshotting.

Mertens immediately took over with Pirovano, Slight, Phillis, Tardozzi, Falappa, Rymer, Merkel, Polen and Fogarty making up the lead group as they ended the first lap.

Stroud had already come in to have the CDI changed and was back out again before the leaders came round for lap two. This was to have significance later in the race.

Pirovano, with sparks trailing from his exhaust pipe from the second lap thanks to a broken bracket, and Slight were the movers. Both were desperate to try and break clear of the Ducatis and their superior drive. By lap five they were first and second and had eked out 0.5 sec. over Mertens, with Roche, Falappa and Phillis in tow.

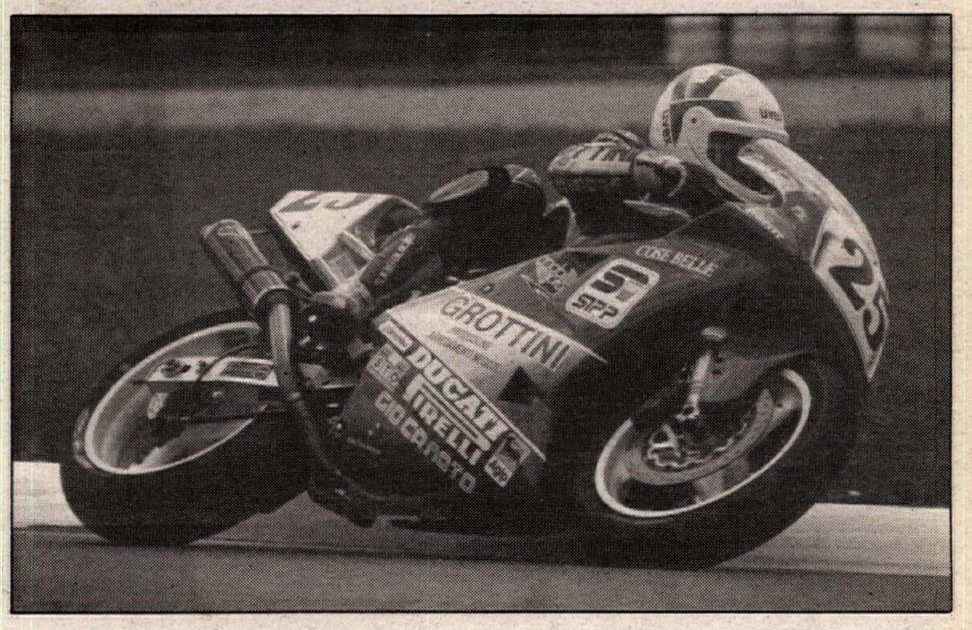
The Australian's involvement came to an end at this point when a fork seal blew: "It's just one of those things," he lamented later. "It's a 20 cent part and it's no one's fault. Anders (Andersson, Ohlins rep) is nearly in tears. It could have just been a stone thrown up from the track. The pity was I was just sitting there and cruising, letting them sort themselves out."

They would now do that without him. And Falappa too. He moved past Roche for fourth on lap nine but within another four laps was out when the exhaust pipe header broke off on the rear cylinder.

At the halfway stage the order remained static at the top, with Polen hanging off the back. He'd changed the gearing on the back-up bike and was now regretting the decision. Tardozzi was next and dropping away as his tired engine lost horsepower while the grimly determined Fogarty was hanging on in yet another excellent ride.

Stephane Mertens qualified third fastest, and finished second in race two.

Italian Davide Tardozzi posted 3-6 finishes aboard his Ducati.



But on that lap they came within sight of Stroud and the next lap they were on him. While the Kawasaki rider kept pressing on, lapping quite hard, the rest had to find their own way round him. Pirovano managed it successfully, but Slight was balked badly and lost his 0.8 sec. lead over Mertens, who swiftly relieved him of second place. Then Roche got him as well, as he battled to get by his 'teammate'. That was the end of Slight's challenge for the lead.

Now Roche was on the move. On lap 13 he'd set the fastest lap of the race at 1:28.7 and he passed Mertens on lap 18. In a breath-taking move around the outside in the sweeper he took Pirovano for the lead on lap 20.

From there he just drew away, leading by more than three seconds on lap 25 and then slowing down on the last lap to win by 2.74 seconds: "All this year, everytime problems," Roche said afterwards. "This is the first race this year without problems."

Again the battle for second heated up with Mertens taking the position on lap 23. Polen came at him on lap 25, the two of them traded second twice in two corners with Mertens toughing it out. On the last lap Polen found a false neutral at the Lucky Strike Loop and had to straighten the Ducati up, allowing Pirovano and Slight to dive back through.

Tardozzi chugged home sixth ahead of Fogarty with Crafar putting in a fine ride for eighth ahead of Merkel, who only re-passed Lopez-Mella on the last lap. Rymer retired on lap 17, unable to select gears and Fred moved back into seventh in the championship but lost more ground to Fogarty in the battle to be first Honda.

Polen, his incredible run of seven straight wins brought to an end — ironically the day before his 31st birthday — now has scored 281 championship points. While he is virtually guaranteed the title, second place is where the big battle lies. Phillis has 189, Roche, 174 and Pirovano 166. Even Mertens' 138 is an outside chance. Fogarty is still in sixth place while Merkel moved back past Rymer into seventh and Tardozzi into a clear ninth ahead of Falappa. CN

Results

QUALIFYING: 1. Doug Polen (1 minute, 28.08 seconds/89.01 mph); 2. Raymond Roche (1:28.56); 3. Stephane Mertens (1:28.64); 4. Rob Phillis (1:28.87); 5. Aaron Slight (1:29.05); 6. Davide Tardozzi (1:29.17); 7. Giancarlo Falappa (1:29.33); 8. Terry Rymer (1:29.36); 9. Fred Merkel (1:29.41); 10. Fabrizio Pirovano (1:29.49); 11. Carl Fogarty (1:29.57); 12. A. Stroud (1:29.58); 13. Juan Lopez Mella (1:30.35); 14. J. Knight (1:30.53); 15. S. Doohan (1:30.72); 16. S. Crafar (1:30.94); 17. Jeffry De Vries (1:31.22); 18. T. Jordan (1:31.42); 19. Jean Yves Mounier (1:31.58); 20. M. Kuan (1:32.58); 21. S. Cheung (1:38.89); 22. P. Smolik (1:40.71).

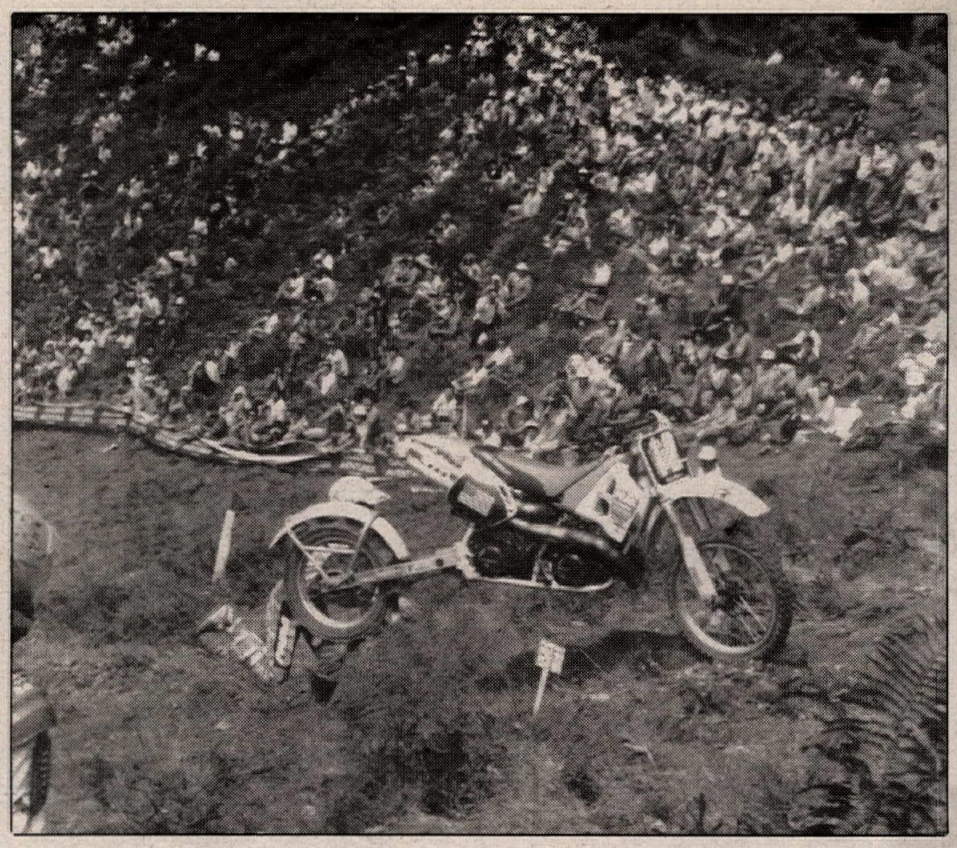
RACE 1: 1. Raymond Roche (Duc); 2. Fabrizio Pirovano (Yam); 3. Davide Tardozzi (Duc); 4. Doug Polen (Duc); 5. Rob Phillis (Kaw); 6. Giancarlo Falappa (Duc); 7. Aaron Slight (Kaw); 8. Carl Fogarty (Hon); 9. Stephane Mertens (Duc); 10. Terry Rymer (Yam); 11. A. Stroud (Kaw); 12. Fred Merkel (Hon); 13. Jeffry De Vries (Yam); 14. Juan Lopez Mella (Hon); 15. J. Knight (Kaw); 16. S. Crafar (Yam); 17. S. Doohan (Yam); 18. Jean Yves Mounier (Yam); 19. M. Kuan (Yam); 20. S. Cheung (Hon); 21. P. Smolik (Suz).
Time: 38 min., 56.06 sec.
Distance: 26 laps.
Average speed: 87.26 mph.
Margin of victory: 3.5 sec.
Fastest lap: Doug Polen, 1:28.69/88.40 mph.

RACE 2: 1. Raymond Roche; 2. Stephane Mertens; 3. Fabrizio Pirovano; 4. Aaron Slight; 5. Doug Polen; 6. Davide Tardozzi; 7. Carl Fogarty; 8. S. Crafar; 9. Fred Merkel; 10. Juan Lopez Mella; 11. J. Knight; 12. Jean Yves Mounier; 13. Jeffry De Vries; 14. S. Doohan; 15. M. Kuan; 16. A. Stroud; 17. S. Cheung.
Time: 38 min., 55.40 sec.
Distance: 26 laps
Average speed: 87.28 mph.
Margin of victory: 2.74 sec.
Fastest lap: Raymond Roche, 1:28.70/88.39.

SUPERBIKE C'SHIP POINT STANDINGS: 1. Doug Polen (281); 2. Rob Phillis (189); 3. Raymond Roche (174); 4. Fabrizio Pirovano (166); 5. Stephane Mertens (138); 6. Carl Fogarty (105); 7. Fred Merkel (95); 8. Terry Rymer (92); 9. Davide Tardozzi (85); 10. Giancarlo Falappa (70).

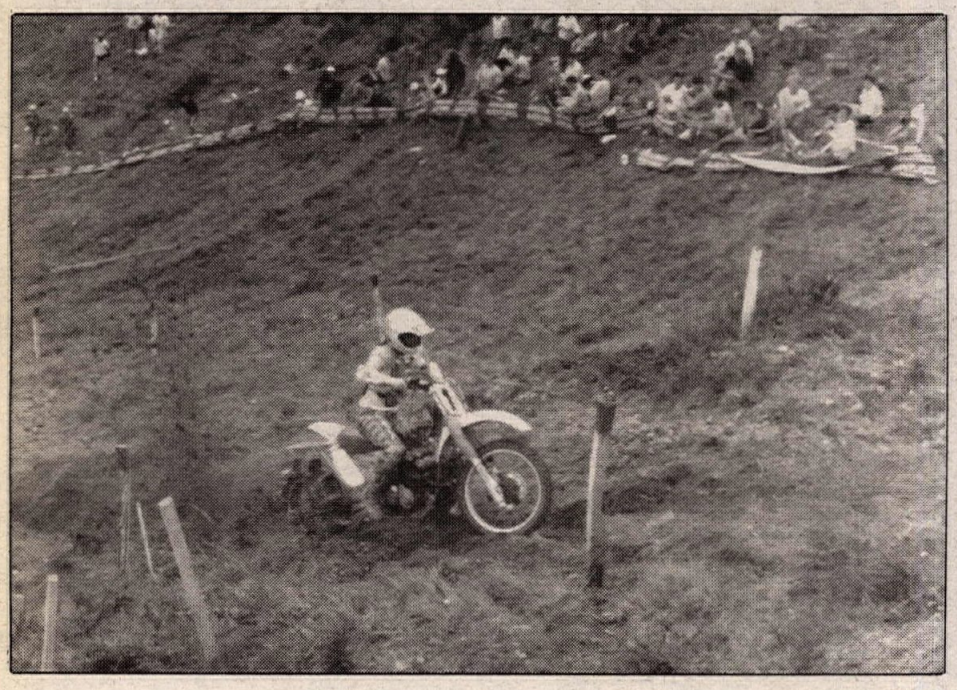
HILLCLIMB 7th Annual Lamontee Impossible

Kenny's brother, Mel Kimball Jr., earned second-place honors in France.



Kerry Peterson, aboard a dual-CR500 motored Honda, fell prey to the first ledge.

Winner Kenny Kimball crests the first ledge and sets his sights on the top.



The American team riders were mobbed by French fans for autographs.

Kimballs lead American sweep at Lamontee Impossible

By Jeff Fisher

ARRETTE, FRANCE, AUG. 10-11

Brothers Kenny and Mel Kimball travelled across the sea to score the top two positions at the 7th Annual Lamontee Impossible, a hillclimb held in the Pyrenees Mountains in the south of France.

Now in its seventh year, 1991 marks only the second time that American riders have been invited to the event. As they did last year, the North American Hillclimb Association sent their top 10 Open Exhibition riders to compete in the International event, and for the second year in a row, American riders stole the show. Before last year, the highest anyone had scaled the treacherous hill was 250 of its 280 meters. Enter American Travis Whitlock. Last year, the Utah native blasted up the face of the mountain to become the first rider to do so, and score the six-year progressive purse of $54,000.

In 1991, carrying the colors for the United States were defending Lamontee Impossible Champion Travis Whitlock, Kenny and Mel Kimball, Rod Whitlock, Tom and Pat Johnson, Kerry and Rob Peterson, Steve Stith and Doug Sherburn.

Over 20,000 spectators turned out for this year's event to watch teams from the USA, Canada and France compete for a purse of $20,000.

The event was spread over two days, with each rider getting eight cracks at the hill; three on Saturday, and five on Sunday. The U.S. team wasted no time in showing their hunger for success. Kenny Kimball drew the first ride of the day and blasted to the top to become only the second man to ever top the hill. California's Steve Stith was the third, as he launched his Harley off the last ledge and over the top to better Kimball's first time. No one was able to reach the top again on Saturday, as the hill seemed to get rougher with each try. After three runs each, Stith held the lead for Saturday.

The last 40 meters of the hill were covered with ferns and different natural ledges, that seemed to stop everyone on Sunday on their first two runs. Just after intermission with just three runs left, the attack broke loose. Kenny Kimball started the fury that would see five Americans, and two Frenchmen go over the top. Kimball reached the top in 21.00 seconds, to bump Stith out of first place. Kimball's time of 21.00 seconds, proved to be the winning time, but not without a lot of close runs and some real competition. French rider Eric Aubijoux, took Kimball's line to eventually finish as Europe's top rider, third overall.

Stith's weekend ended early, as the Harley-Davidson he was riding developed crankshaft problems. Stith would slip to seventh overall. Travis Whitlock's third run was smooth, as he roosted over in 22.87 seconds. Whitlock was pumped, but knew he needed a little quicker run in order to catch Kimball. Fifteen-year-old Robbie Peterson made a 23.69 run over for fourth place, but Tom and Pat Johnson had bike problems all day. Tom never did get his bike running good, but Pat dialed his in on his fourth run of the day, to crest the top, and bump Whitlock and Peterson down a spot. Johnson was really fired up.

"I had to look back, to be sure I'd really gone over, I didn't want to go home wondering if I could," said Pat Johnson.

Kerry Peterson made a hard charge, but a small ledge pitched him over the bars, and ended his day.

Ken Long and Dave French made strong rides, as did Doug Sherburn, but along with Rod Whitlock, who injured his shoulder on Saturday, were unable to maintain enough speed to reach the top.

Mel Kimball Jr. had more than enough speed, as he blasted over the top in 21.40 seconds, taking over second and bumping everyone down another spot. Mel Jr. was the final rider to go over the top.

Travis Whitlock, Tom Johnson, and Robbie Peterson all made final runs that were strong, but were turned back to prove that going over the top was a tough feat.

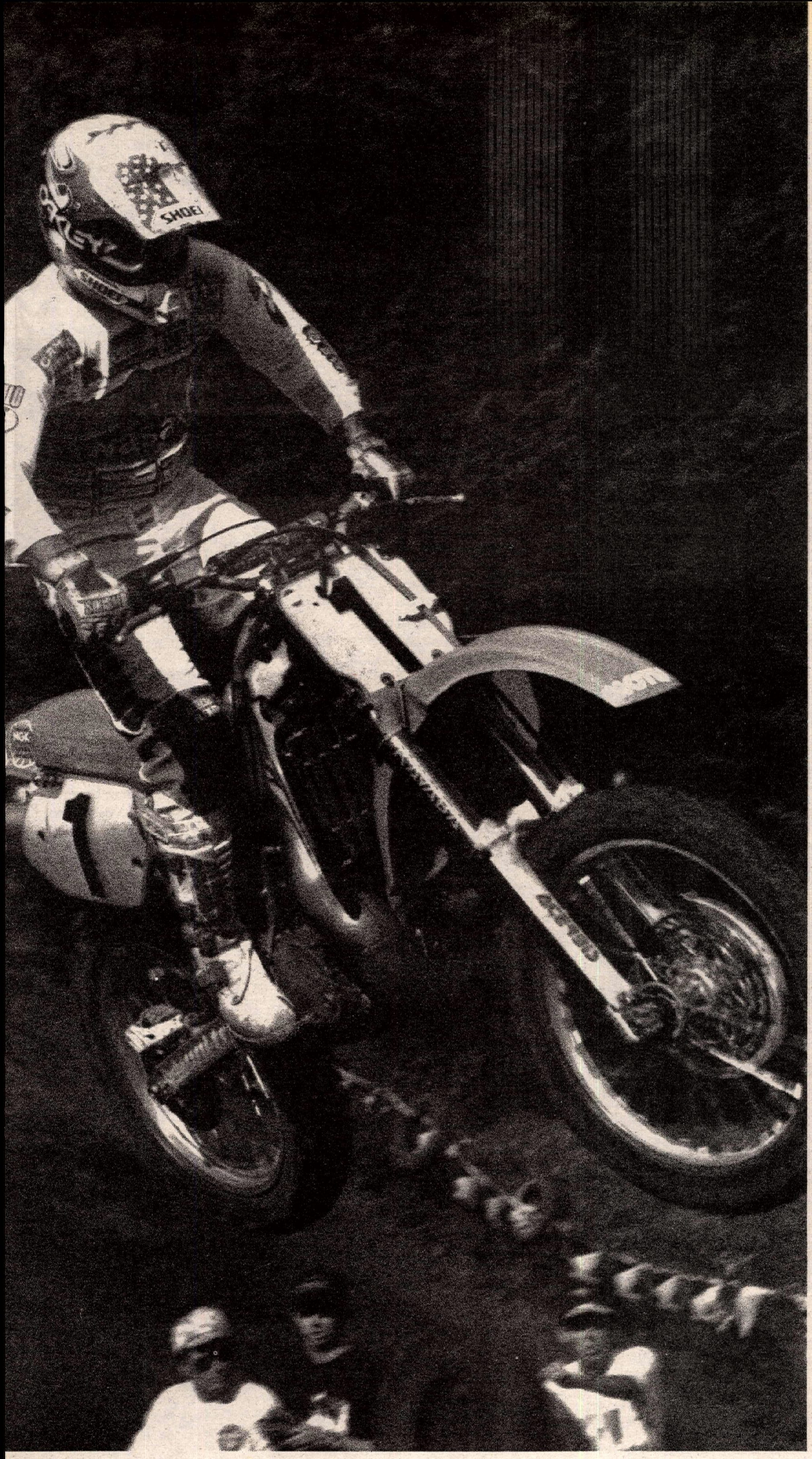
The Kimballs finished one and two. An exuberant Kenny said afterwards, "This win is a dream for me. I couldn't believe the high I got from my teammates, and the crowd was intense!"

Eric Aubijoux finished third. Pat Johnson and Travis Whitlock finished fourth and fifth, respectively, while Rob Peterson and Steve Stith were sixth and seventh, respectively. Frenchman Jean Claude Aynier's run of 27.98 put him into the eighth spot. Doug Sherburn and Tom Johnson rounded out the top 10.

Eight of the top were Americans. Kerry Peterson was 11th, at 270 meters, followed by Canadians Ken Long at 269 meters, and Dave French at 266 meters. Rod Whitlock finished in the 15th spot. CN

Results

O/A: 1. Kenny Kimball (Hon) USA; 2. Mel Kimball (Hon) USA; 3. Eric Aubijoux (Suz) France; 4. Pat Johnson (Hon) USA; 5. Travis Whitlock (Yam) USA; 6. Rob Peterson (Hon) USA; 7. Steve Stith (H-D) USA; 8. Jean Claude Aynier (KTM) France; 9. Doug Sherburn (Yam) USA; 10. Tom Johnson (Hon) USA.



WARD WINS IN CLOSE SHAVE AFTER A SHOWER.

A heavy, four hour rainstorm the day before the race left the track at Washougal Motocross Park in perfect condition. Perfect, that is, for Team Kawasaki's Jeff Ward, who cleaned up in Round 2 of the AMA National Motocross on Sept. 1. The Wardster, now in the 25th year of his incredible career, fought off all challengers to capture his 32nd career National overall win and fifth National win at Washougal. As we understand it, he went home feeling pretty refreshed.

Kawasaki
Let the good times roll.

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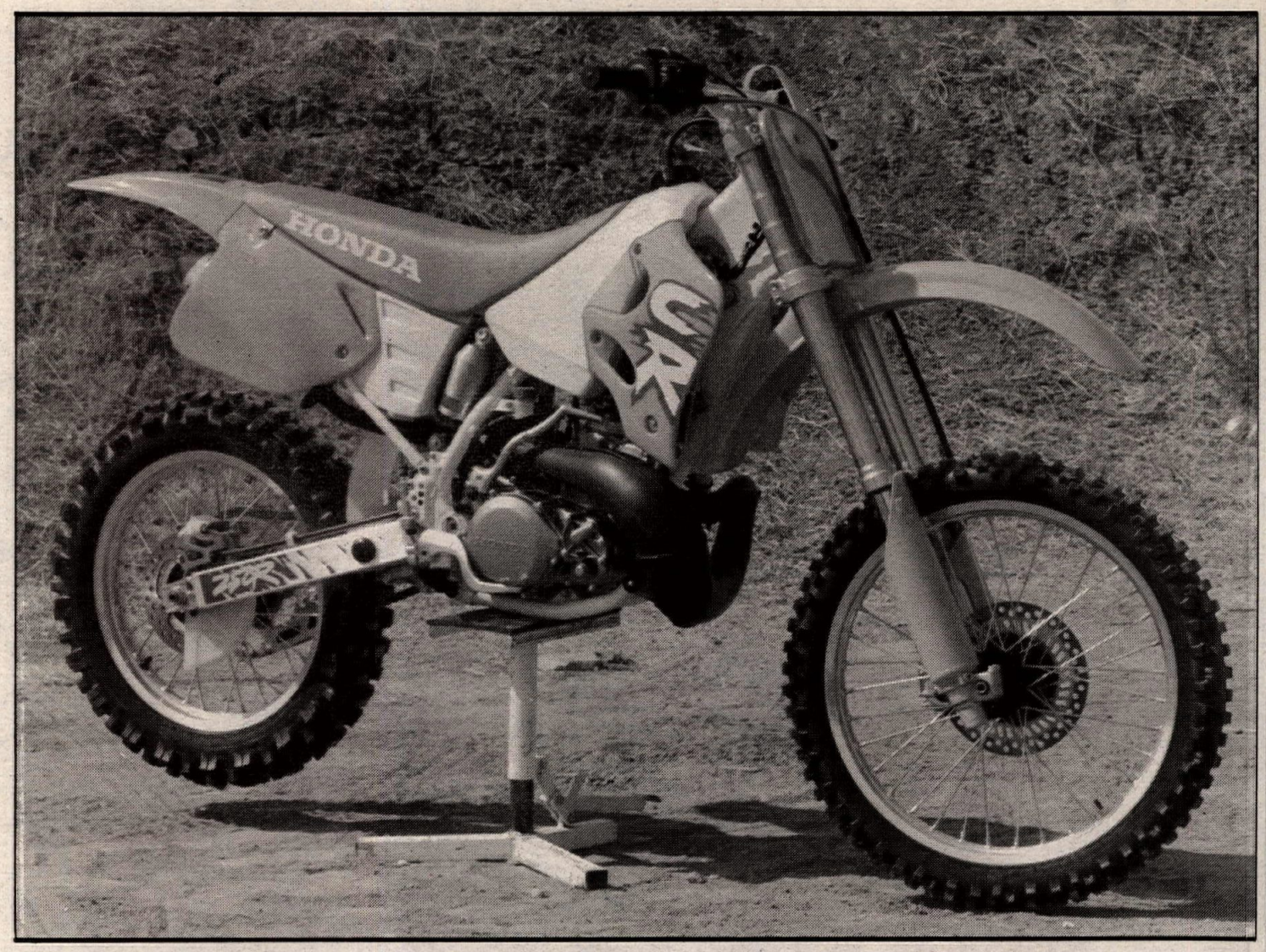
RIDING IMPRESSION 1992 Honda CR250

Red devil no more

By Donn Maeda
Photos by Nate Rauba



The 1991 Honda CR250 was a scary machine. While the motor could easily be considered the best in its class, the bike's suspension left much to be desired in stock form. The fork was too stiff and rigid, and the shock would often spit the bike's rear end from side to side. That, combined with the state of the class power, made the '91 CR250 a handful, to say the least. Even a grown man could be transformed into a whimpering child in a matter of laps.

Good news! Take those memories, and throw them out the door. For 1992, Honda has redesigned the CR250 from the ground up. Despite the enormous success that last year's model enjoyed in the capable hands of Jean-Michel Bayle, who won the Camel Supercross and 250cc National Championships aboard a factory-modified CR250, and his teammate Jeff Stanton, Honda engineers opted to clear the slate and start from scratch. Along with the blinding new flourescent red plastic, this year's CR250 boasts an all new motor, frame and suspension.

The new motor was redesigned from the cases up to be lighter, and more compact. Besides weighing a full two pounds less that it's '91 counterpart, the new mill boasts a refined power valve system that is made of 50% fewer parts, 35 rather than 76, and is claimed to produce more low and mid-range power than its predecessor. When you remove the new exhaust system and look at the right side of the cylinder, you will notice that there is no external coolant hose running from the cylinder head to the cases. In order to tuck the pipe in better, the coolant now flows through cases to the cylinder.

Cylinder compression is up this year, and a revised port design, a modified reed valve assembly and different ignition timing grace the new motor.

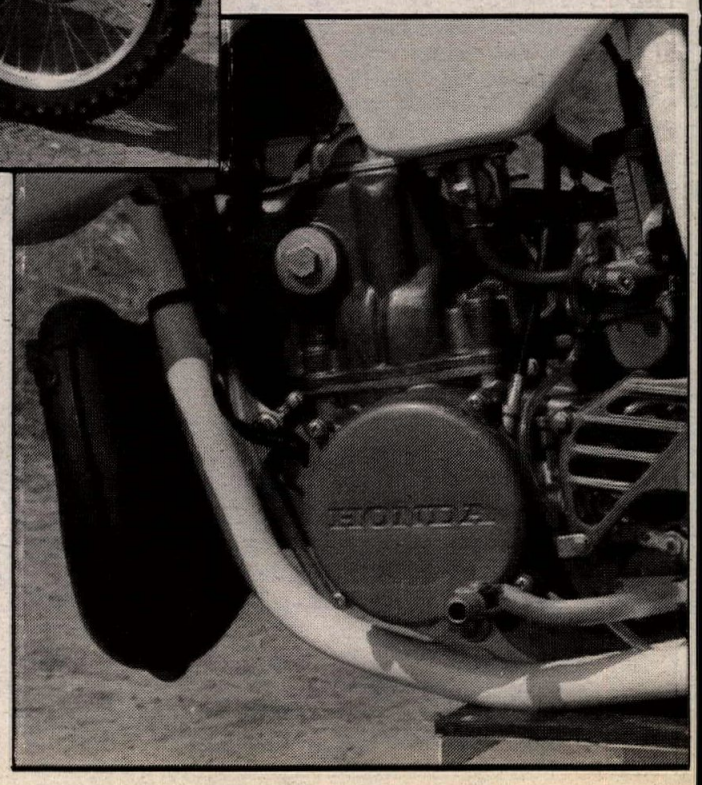
Like the motor, the frame is all new. The steering rake is two degrees steeper, the trail is 21.8mm shorter, and the overall wheelbase has shrunk by an inch. The frame is claimed to be lighter yet torsionally stiffer than last year's model.

(Above) From the ground up, the 1992 version of the Honda CR250 is radically different from its predecessors.

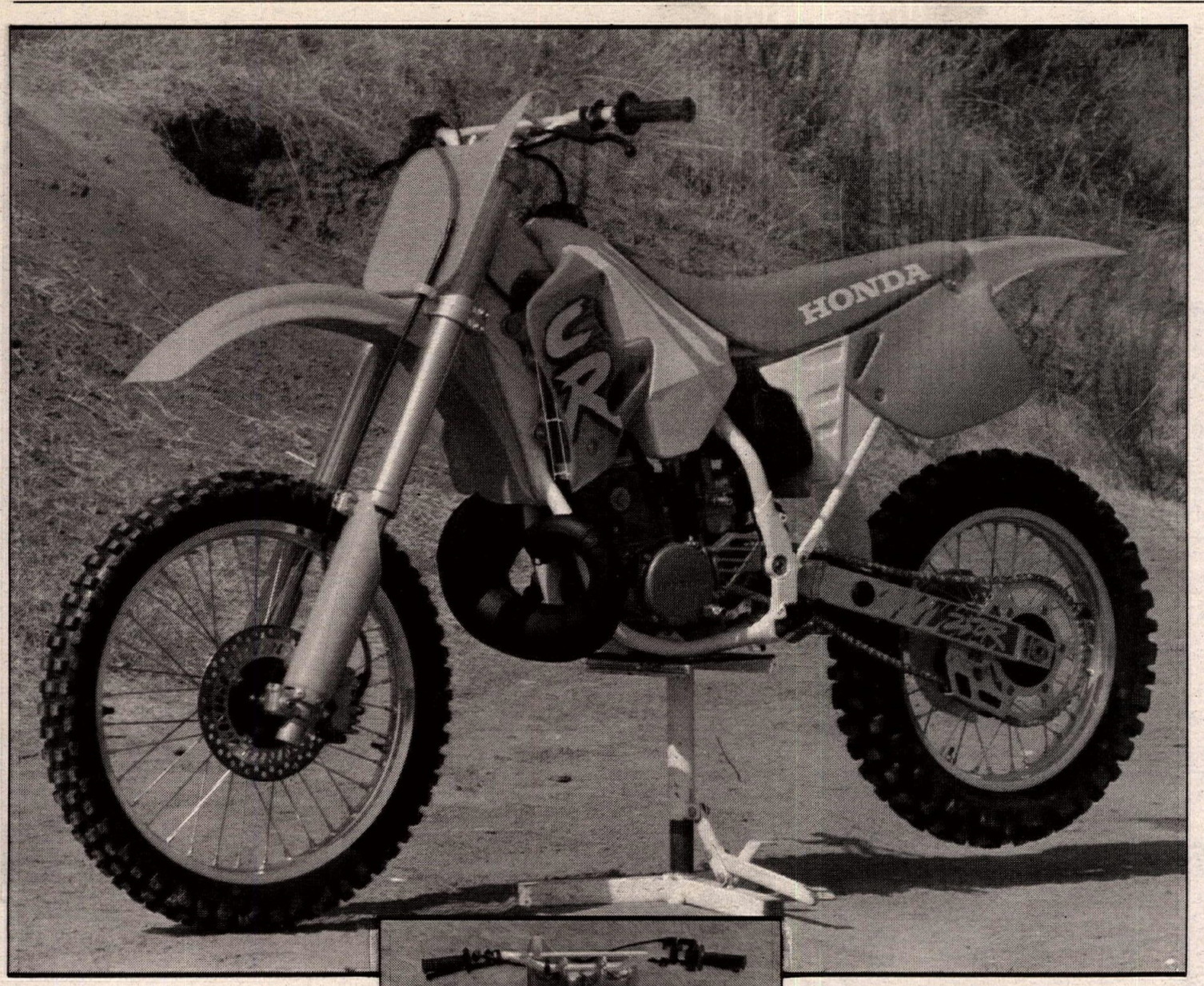
Perhaps the biggest news is the new 43mm Showa fork. Besides complaints that last year's fork was too harsh, many riders expressed their desire for rebound damping adjustability. Ask no more. The new triple-taper fork is 2mm smaller, designed to be more forgiving than last year's bigger, 45mm legs, and offers 17-way rebound damping adjustability.

After a one-year absence, Showa suspension components have returned to the CR. A larger, 46mm Showa shock, along with a new linkage ratio, take care of the rear suspension duties.

An all-new front brake system is designed to provide more powerful, fade-resistant stopping. The rear brake system remains the same, but why



(Left) The CR250 feels extremely light and flickable in the air, but upon hard landings, the new triple-taper design fork (above) will bottom. The new fork is designed to provide more flex than past versions. The new motor (right) is smaller and lighter in 1992, and features an all-new power valve that incorporates 50% fewer parts than last year's design. The motor produces a strong, easy-to-control powerband, but the carburetor comes jetted too richly.



change a good thing? Last year's brakes were rated among the best in the business.

Enough with the technical stuff, what's it like to ride?

Starting the bike seems almost effortless; one or two stabs at the kickstarter brings the 249.3cc motor to life, but the CR250 comes jetted too rich. Plan on fouling the stock Champion plug on your first outing.

Even jetted richly, the motor is awesome. The power comes on earlier than on last year's bike, yet the motor will still rev to the moon. Mid-range is the Honda's forte, and the power is easy to use. While last year's motor fell on its face when it wasn't kept on the pipe, the new engine produces a wide powerband that is deceivingly fast. Even when lugging the motor, one may find the front wheel clawing at the sky. On the other hand, the motor is just as happy when ridden wide open with liberal amounts of clutch. As always, the Honda's motor and clutch have a bulletproof feel.

Slowing down the CR250 is a simple task. The new front brake offers an impressive amount of feel, and is as strong as they come when need be. The rear brake works well, and slows the middleweight CR down in a hurry. Although one test rider felt that it was grabby at first, the feel improved with wear.

Ridden back to back with a stock '91 CR250, the '92 model handles *worlds* better. The fork is ultra plush . . . in fact, maybe too plush. When pushed hard, or when landing from larger jumps, the fork will bottom. Faster or heavier riders will undoubtedly opt for stiffer fork springs.

The fork's triple-taper design is more forgiving than last year's massive legs, and offers more flex than past upside-down fork designs. For those who aren't on a level with Stanton or Bayle (that's all of us, isn't it?), a fair amount of flex is desirable in a fork, as forks that don't flex can often send lesser experienced riders to the ground in awkward situations due to the rigidity.

Although the rear suspension is better than that found on the '91 model, the rear end received no rave reviews. When the CR was ridden aggressively, the rear suspension soaked up everything thrown its way in a predictable manner, but at lower speeds the rear would spit sideways and buck like a rodeo bull. This was most noticeable when the bike was ridden over smaller, square edged bumps.

As a whole, the suspension works best when ridden hard. The Honda likes to be charged through obstacles, and is quite unforgiving when ridden in a lackluster manner. And yes, headshake rears its ugly head when decelerating if the rider doesn't stay on his toes.

The Honda is a stable flier; it leaves the ground predictably and responds well to midair corrections. Only when the jump has a square edge on the takeoff does the rider need to take extra care.

If there is an inside line in a turn, the Honda will take you there. Like most Hondas of the past, the CR250 carves true and will go wherever you point it. Rutted turns with holes in the exits will give CR riders fits, though, as the rear end bucks violently when accelerating through the bumpy ruts.

(Above) The fenders, radiator shrouds, seat and fork guards are fluorescent-red, while the gas tank, airbox and frame are white. The slim layout of the CR250 (left) is easy to maneuver on, and as usual, the CR will turn on a dime (below).

Both in the air and on the ground, the Honda feels extremely light. The new, slimmer layout contributes to this feel, and the bike is very well balanced. Getting used to the feel of the bike is a breeze, as everything feels just right. Nothing snags the rider's boots or leathers when maneuvering on the bike; from the radiator shrouds and side panels to the subframe bolts and brake pedal, everything fits perfectly and offers a smooth surface.

Detailing on the Honda, as always, is top notch. Basic maintenance is *almost* a joy to perform, as no bike is better thought out in its assembly.

A 10-drawer toolbox is not needed to perform simple tasks. Changing the rear tire or tightening the chain is made simpler with the addition of a new axle shaft that requires only one wrench to tighten. The white airbox is roomy, and offers enough room for even the largest of hands to install the air filter with ease. We do have our doubts, however, about how long it will stay white, as the sides became scratched and blackened from boots in just one day.

The new fluorescent-red and white color combination is shocking at first; when we first caught a glimpse of the bike, thoughts of the fluorescent trend that swept the ATV racing scene a few years back came to mind. But just as last year's Suzukis did, the new Honda color scheme grows on you. Only time will tell, however, as to how long the plastic will actually stay as bright as it comes from the factory.

With a price tag of $4149, the 1992 CR250 does not come cheap. And what do you get for that? An awesome motor, great brakes, so-so suspension, and unmatched attention to detail, all wrapped up in an eye-catching fluorescent-red and white package. Is it worth it? We say yes. CN

Specifications

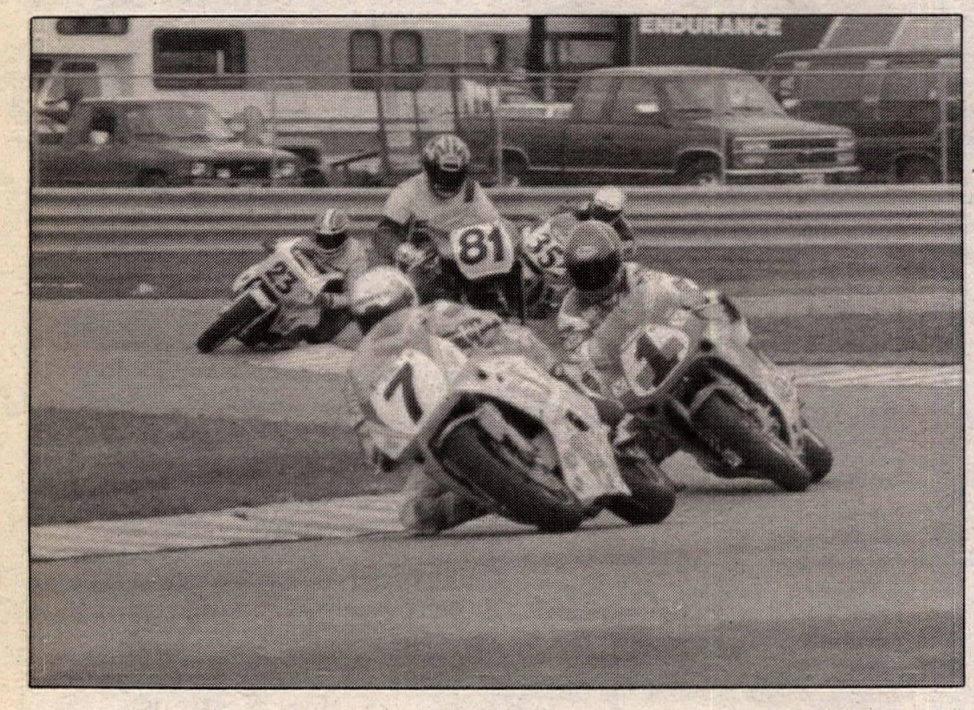
Honda CR250R

Engine type	Liquid-cooled, two-stroke, case-induction, Reed-valve, single
Bore x stroke	66.4 x 72.0mm
Displacement	249.3cc
Compression ratio	8.7:1
Carburetor	38mm Keihin
Horsepower	N/A
Torque	N/A
Starting system	Primary kick
Ignition	Capacitor discharge
Lubrication	Premix
Transmission	close-ratio 5-speed, constant mesh
Primary Drive	Straight-cut gear
Final drive	#520 chain
Final drive ratio	3.769:1 (13/49)
Frame	Single downtube, semi double cradle
Front suspension	Showa, inverted telescopic fork, 14 and 17-way adjustable compression and rebound damping settings
Fork tube diameter	43mm
Front wheel travel	12.2 in.
Rear suspension	Showa single shock, 20 and 22 way adjustable compression and rebound settings, swingarm
Rear wheel travel	12.6 in.
Front brake	Disc w/two piston caliper
Rear brake	disc
Front tire	80/100-21 Dunlop K490
Rear tire	110/100-18 Dunlop K695
Claimed dry weight	212.8 lbs.
Wheelbase	57.6 in.
Seat height	38.2 in.
Ground clearance	13.8 in.
Fuel capacity	2.0 gal.
Colors	Fluorescent-red/white
Suggested retail price	$4149

ROAD RACE SBS/PM WERA National Endurance Series: Round 10

Team Suzuki Endurance (1) sped to the win at Memphis Motorsport Park with over two laps to spare.

After grabbing the holeshot, Team Suzuki went on to lap the entire field.



Team Suzuki, again

By Brent Plummer

MILLINGTON, TN, AUG. 31

The all-conquering Team Suzuki Endurance bike, piloted this weekend by Kurt Hall and Wes Cooley, took the overall win at Memphis Motorsport Park with two laps in hand over second overall Hall 'N Still Racing. For Team Suzuki Endurance, the race was quite cut and dry. With the combination of Hall and Cooley at the helm, the team ran the entire event in first place.

The winners circulated the 1.77-mile Memphis road course 273 times in the six-hour event, covering 483.21 miles at an average speed of 81 mph.

Hall 'N Still riders Bruce Baldus and Tray Batey managed to place their Heavyweight Production Suzuki GSXR1100 in second overall, between Team Suzuki Endurance and Team Suzuki II. They also ran a placid race, suffering no problems or dilemmas throughout the entire six hours.

The real story here involves the Team Suzuki Endurance and Hall 'N Still's "B" teams; the former being a veritable test bed, and the latter a successful attempt to thwart second seeded — first overall in Heavyweight Production — Force Racing.

The Team Suzuki II machine did not appear out of the ordinary as series regulars quickly recognized the chassis as the tried and true 1100 model that Hall uses in the Formula USA series. No big deal, but the astute eye which peered into the stock colored fairing could notice that things were seriously askew. Hoses, funny looking pipes, and seemingly misplaced linkages abounded throughout the intake tract. This could only mean one thing: The Hammer guys were playing around with fuel injection, and a third place in its first outing is testament to the fact that the system obviously works quite well.

Team Suzuki Endurance was relatively tight lipped about the functioning of this system, but a few things were revealed. First, the motor was stock except for some minor changes and the injection, which is a closed loop type — similar to that used by Ducati. The fuel spray is controlled through engine variables; definitely engine speed and throttle position, and probably many others such as exhaust and/or coolant temperatures. The place of origin was also common knowledge: Racing Engine Service.

The Hall 'N Still team has been getting a bit worried over Force Racing's successes of late. To countermand Force's championship aspirations, Hall 'N Still Too was created. The idea here was blatantly obvious — to push Force back in the final rounds, and consequently, erode their points lead. The plan worked out well; Hall 'N Still Too finished fourth overall, while Force took sixth overall behind Heavyweight Superbike contenders Ken Reynolds and Pete Christensen, of Team Lips fame.

Seventh overall, fourth in Heavyweight Superbike, went to 24-Hours East winners DAK Racing. DAK was hoping for a higher finish, but unlike the other top finishers, they had serious problems. Their brake pads fried after only two and a quarter hours. When the pads lost all their material, the dust formed a hard layer surrounding the pads, effectively welding them in place. DAK lost 12 minutes in the pits, which dropped them from a close third overall to 12th. They soon resigned to playing catch-up all for the remainder of the day.

Team Machine riders Brian Gristick and Dan Mileika captured eighth overall, fourth in Heavyweight Production. Their race was quite uneventful, too; other than a second hour scoring mishap — which saw them briefly lose three laps — Machine encountered no problems.

After a string of fifth-hour bad luck, Team Rush'N Racing's Doug Arter, Scott Evans and Dean Hayes bounced back to win Middleweight Superbike. Their chance of even making the race looked dubious for a while, as on Saturday the team was tearing through the motor. The Yamaha FZR600 mill was sputtering and coughing and the gremlin was immediately traced to the fuel system, and soon further narrowed to dirt in the carburetor bowls. No serious damage was done, so the team reassembled everything by Saturday evening, hoping for the best. Come Sunday, everything ran smoothly, as Doug Arter said: "We ran the kind of race you can only wish for . . . Nothing went wrong today." By placing ninth overall, Rush'N Racing has surpassed Ehlerding Motorsports in the points chase, 629-619, and has set their sights on class leaders Red Hot Racing and Team Pasta Marin, who have 661 and 646 points, respectively.

Finishing close behind Rush'N Racing was Motion Systems, who, in doing so, captured top Middleweight Production honors. Motion riders Tony Rauseo, Chris Hughes, and Mike Leslie were locked in a fierce battle with class rivals Swine Dudes in the opening stages. The race between the two was looking to be one of the better ones on the track, as they were swapping the lead back and forth until both tried to lap a slower rider simultaneously in high speed turn two.

Swine Dudes rider Jim Roth dove to the inside, and promptly lost the front end. When he went down Roth almost took out the Motion bike; his front wheel clipping Motion's rear. Roth was not quite as lucky as he walked away with scrapes and bruises: "I thought I had the bike under control, then the front went under and I thought, 'Great, here we go,' " Roth said. "But at least I didn't fall on my butt this time." The crash came at a bad time for the Swines, as they were closing the championship points gap on class leaders Motion Systems. The spread now stands at 698-628, with Arclight Racing now edging the Swines out of third in class (and 10th overall) with 629 points.

Deal's Gap Racing riders Rob Seneker and Ray Hickman topped the mini-bike class with a commanding win over a troubled F&S Racing squad.

When the race got underway around 11:40 in the afternoon, Hall and the Team Suzuki Endurance motorcycle dashed off the line to lead into the first turn. Michael Martin, on the Team Suzuki II bike, Hall 'N Still "A" rider Bruce Baldus and Hall 'N Still Too-mounted Mike Reed came into turn one neck and neck. Reed was forced to miss the warm-up lap due to a faulty master link clip, which was hastily repaired as the five-minute board was ascending.

Since Reed's tires were extremely cold, they were not prepared for the hard first turn cornering loads that he needed to stay with the others. As Reed entered turn one and banked the bike in, the front end began pushing, sending him in Martin's direction. Reed's bike kept sliding, and Martin kept moving the Team Suzuki bike over until he reached the edge of the track. Luckily for Reed (taking out a prototype Team Suzuki bike would be a major faux pas!), by the time he was nearing collision point the bike was savable, and everyone made it through the first turn.

Everything ran smoothly until the fifth lap, when David McGrath crashed another prototype Team Suzuki bike, dubbed the Test Ace. This machine was the usual #11 Team Suzuki Two machine, except that it had a trick automatic clutch installed. The idea here was to keep the motor spinning up in the power bank, accomplished through clutch slippage. A novel idea, and one that will now have to wait until the next round to be proven valid or not.

At the 40-minute mark, the Swine Dudes had their aforementioned crash while trying to lap class rivals Arclight Racing. The bike was relatively fine — it simply needed all the bodywork stripped off — but as the team impatiently waited in the pits for the bike to be brought in, they soon realized that there was no crash truck to haul in their damaged property. When the realization hit, 10 minutes had already gone by, and another 10 was squandered in the dash to unload their truck and go get the bike. All told, the Swine Dudes lost over 30 minutes in the incident, and all hopes of a class victory. They would eventually battle up from last place to finish 26th overall.

The top of the second hour's results looked like this: Team Suzuki Endurance had Cooley out on the bike and in the lead. Hall 'N Still sent Batey out in second, a lap down. Third was held by DAK Racing, on the same lap as Hall 'N Still — DAK, however, would soon fade away with their brake problem. Team Suzuki II and Hall 'N Still Too rounded out the top five.

Meanwhile, a four-way battle over ninth was shaping up between Middleweight Superbike rivals Rush'N Racing, Red Hot Racing, Ehlerding Motorsports and Pasta Marin, who were running in that order. Ehlerding, with riders Doug Henry and Ramon Vasquez, would surpass Red Hot in

the third hour, which also saw the race's only red flag thrown when Reuben Frankenfield broke a collarbone for the second time this year — the first happening at Indy — while crashing the F&S bike.

The fourth hour was the deciding one in this race. Not only did Team Suzuki II overtake Hall 'N Still Too, but Pasta Marin crashed. Pasta rider Eric Elvin was having a tough time with rear tire wear due to the fact that their bike's shock had leaked out all of its nitrogen. The motorcycle began hopping through the turns, eventually unloading the worn rear enough to chuck Elvin into the weeds, unhurt. In doing so, Pasta ended the close Middleweight Superbike race by bowing out themselves and taking Red Hot Racing with them. With these two out, Rush'N Racing was left to cruise home uncontested, as Ehlerding would encounter mechanical gremlins in the fifth hour, dropping them way back to 24th overall. Ehlerding would finish slightly behind a repaired F&S squad, 25th overall.

Incidentally, the red flag is what hurt Force Racing. Their tires had been taking a lot of abuse while chasing the two Hall 'N Still bikes around. Force had just pitted for new tires — costing valuable time — when the red flag was thrown. Team member Ron Crum showed that the Force squad was as gracious in defeat as they were in victory, and proffered no excuses: "They (Hall 'N Still) just ran away from us all day."

The final hour was uneventful, except for when Pasta Marin's clutch went south, mandating a quick four-minute repair, enough to drop them from 13th overall — just ahead of points rival Red Hot — to their 20th finishing position. The top six finishing results — the same as the fifth hour report — showed Team Suzuki Endurance taking the win with 225 laps completed, two revolutions ahead of Hall 'N Still. Team Suzuki II was a further two laps adrift, and Hall 'N Still Too was another two laps down.

Heavyweight Superbike Team Lips was fifth overall, nudging Force Racing by 50 seconds across the finish line. Both were on their 217th lap. In the last hour, DAK and Team Machine took seventh and eighth overall, shoving Rush'N Racing back to ninth. The steadfast Motion Systems Racing team rounded out the top 10. CN

Results

O/A: 1. Team Suzuki Endurance (Suz); 2. Hall 'N Still Racing (Suz); 3. Team Suzuki II (Suz); 4. Hall 'N Still Racing Too (Suz); 5. Team Lips (Suz); 6. Force Racing (Yam); 7. DAK Racing (Suz); 8. Team Machine (Suz); 9. Team Rush'N Racing (Yam); 10. Motion Systems Racing (Hon); 11. Team Work (Suz); 12. Arclight Racing (Hon); 13. Red Hot Racing (Yam); 14. Knee On Racing (Suz); 15. Northern Boys Racing (Hon); 16. Russ-N Tuss Racing (Yam); 17. C&M Racing (Suz); 18. Marietta Motorsports Racing (Suz); 19. Deals Gap Racing (Yam); 20. Rebel Racing (Hon).
Time: 6 hours.
Distance: 273 laps, 483.21 miles.
Average Speed: 81 mph.
Margin of Victory: Two laps.
H/W SB: 1. Team Suzuki (Suz); 2. Team Suzuki II (Suz); 3. Team Lips (Suz); 4. DAK Racing (Suz); 5. Team Work (Suz).
H/W PROD: 1. Hall 'N Still Racing (Suz); 2. Hall 'N Still Racing Too (Suz); 3. Force Racing (Yam); 4. Team Machine (Suz).
M/W SB: 1. Team Rush'N Racing (Yam); 2. Red Hot Racing (Yam); 3. Team Pasta Marin (Suz).
M/W PROD: 1. Motion Systems Racing (Hon); 2. Arclight Racing (Hon): 3. Northern Boys Racing (Hon); 4. Rush-N Tuss Racing (Yam); 5. Rebel Racing (Hon).
L/W: 1. Deals Gap Racing (Yam); 2. F&S Racing (Hon); 3. 129 Race Team.
C'SHIP POINT STANDINGS: 1. Team Suzuki Endurance (1281.17); 2. Force Racing (923.75); 3. Hall 'N Still Racing (848.01); 4. DAK Racing (759.54); 5. Team Lips (718.01); 6. Roswell Racing (706.84); 7. Motion Systems Racing (698.22); 8. Red Hot Racing (661.37); 9. Team Pasta (646.42); 10. Arclight Racing (629.03); 11. Team Swine Dudes (628.79); 12. Team Rush'N Racing (626.46); 13. Ehlerding Motorsports (619.61); 14. Northern Boys Racing (594.16); 15. Team Machine (568.39); 16. Deals Gap Racing (561.05); 17. Madness Racing (542.92); 18. F&S Racing (539.92); 19. Columbus Cycle (415.70); 20. Long Beach Yamaha (415.00).

California Trail Rides Presents The 2nd Annual

CYCLE NEWS Dual Sport Jamboree AMA

AMERICAN MOTORCYCLIST ASSOCIATION

An AMA D-37 Dual Sport Adventure starting in the Barton Flats area of the San Bernardino National Forest.

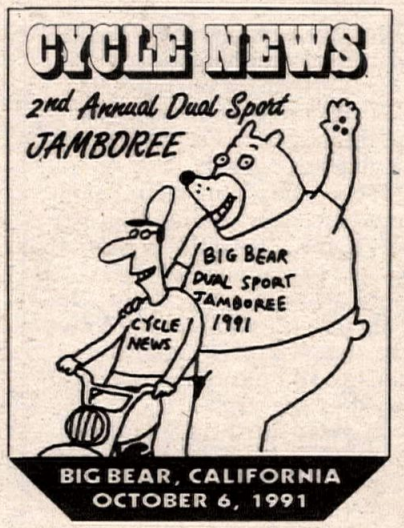
Sunday, October 6, 1991

Open to Street Legal Trailbikes Only. Spark Arrestor Required.

COURSE DESCRIPTION:

A 100+ mile dual-sport loop in the beautiful San Bernardino mountains around the Big Bear, California area with optional sections for the more experienced riders.

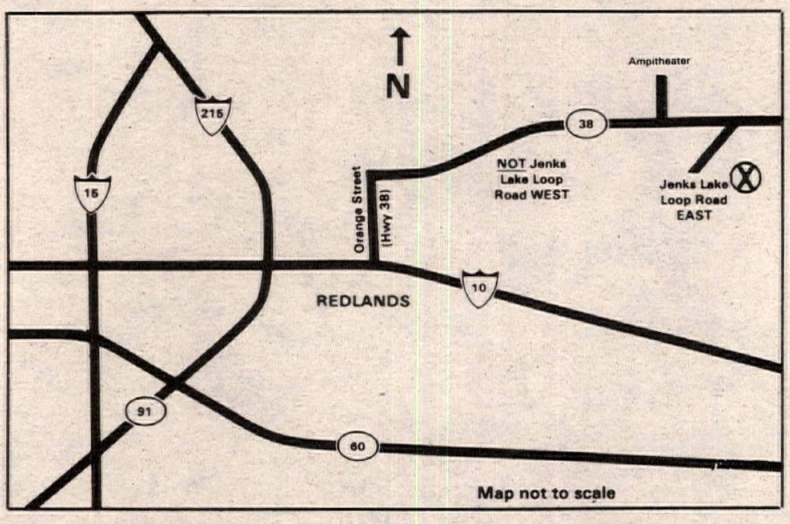
A great ride for novice and experienced riders alike!



FREE BARBEQUE

FREE BBQ Saturday Night for All Entrants, courtesy of Cycle News. Entry also includes T-Shirt and automatic chance to win a new Suzuki DR350S in the California Trail Rides Series drawing at this event.

PRIZES PRIZES PRIZES



Come up and enjoy the entire weekend! We'll be gathering on Saturday in the group camping area (no water or hookups) off East Jenks Lake Loop Road in the Barton Flats area. Hiking, fishing and other outdoor activities are nearby. Porta-potties are in place.

Many new 1992 motocycles will be on display, including new Dual Sport models from Suzuki on Saturday and Sunday.

No unlicensed, not-street legal riding allowed in campground.

Start time for the CYCLE NEWS Dual Sport Poker Run is 7:00 to 9:00 a.m., Sunday, October 6.

Roll Charts provided. Bring your roll chart holder. Navigation by mileage.

ENTRIES ARE LIMITED! Mail Entry Recommended

Entry Fees: Mail: $25 Passengers ride FREE! Bring a friend, kid, spouse or pet.
Post: $30 *Free passenger entry does not include T-Shirt, but can be purchased for just $5.00

Send Entry with Name, Address, AMA Number, D-37 Dual Sport number and ONE SELF-ADDRESSED, STAMPED ENVELOPE to:

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Entry Form

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ADDRESS _____
CITY _____ STATE _____ ZIP _____
PHONE NUMBER ( ) _____ BIKE MAKE _____ CC _____
AMA NUMBER _____ T-SHIRT SIZE (circle) Med Lg XL XXL

I understand that my street licensed motorcycle must comply with all California motor vehicle equipment laws. Motorcycles must have current registration, meet sound requirements, carry liability insurance and be equipped with SPARK ARRESTOR, turn signals, horn, mirror, etc.

SIGNATURE _____

In addition to entered riders, approximately how many extra members of your group will be attending the barbeque _____. IS THIS YOUR FIRST DUAL SPORT RIDE? ☐ YES ☐ NO

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INTERVIEW Dirt tracker Kevin Atherton

Addicted to speed

By Donn Maeda

As I pulled up to the hotel in my *extremely* sporty Ford Tempo rent-a-car, a pained look came over the face of Kevin Atherton, the third member of the factory Harley-Davidson race team. "I think we'd better take my car," he said. "Park that thing over there, and I'll be right back."

I parked the Tempo and waited. Atherton cruised around the corner of the hotel in a bright-red Nissan 300ZX Turbo. Little did I know, but that would be the last time I'd see him do anything at a lesser speed.

"You'd better strap yourself in," said Atherton, who calls White Pigeon, Michigan, home. "I wouldn't wanna scare you."

As soon as the seatbelt buckle clicked, his foot hit the floor, and my head was snapped back against the headrest as we slid out of the parking lot and sped up the road.

"I like to go fast," Atherton said over the thump of the rap music that blared from the stereo. "Almost everything I do has something to do with speed."

And no wonder, the 20-year-old loves to go fast; his family is full of racers. As a team rider in a form of two-wheeled sport that boasts only one factory race team, Kevin may be the most successful racing Atherton, but by no means the only one. Kevin's grandfather may be the one who started it all.

"Grandpa used to race sprint cars, but he was killed in a race crash," Atherton said. "After that, my grandmother tried to brainwash all of us that racing was too dangerous, and that we didn't want to do it."

It didn't work. Dave Atherton, Kevin's father, was one of the top Novice dirt trackers in the early 1970s, but decided to retire after becoming an Expert and twice breaking his left femur.

Brian, Kevin's older brother, also competes in the Camel Pro Series as an Expert, and often led the way for Kevin. Backed by Ron Wood, Brian captured the Junior National Championship in 1985, three years before Kevin did, in 1988. Brian, who is still competing, suffered a setback in '89 when he broke his back in a racing accident.

"All my bikes, leathers and helmets were always hand-me-downs from Brian, we would just change the names," said Atherton. "I even ended up with the same factory Wood-Rotax when I was a Junior."

Kevin recalls enjoying the thrill of going fast aboard a modified Honda Trail 50 at the age of four.

"I was too small for it, so my dad had to take the seat off and put lower handlebars on it," recalled Atherton. "We had a short track in the backyard, and I used to go around and around it, all day long."

The Atherton family operated a motorcycle repair shop that was located in their front yard, which Dave would run while young Kevin was riding out back. In order to keep track of his son, Kevin's father installed a megaphone exhaust system from an old Triumph motorcycle on the Trail 50.

"He would listen for me," said Atherton. "When the noise stopped, that meant I had crashed. And I did that plenty of times! I got my first scar on that thing."

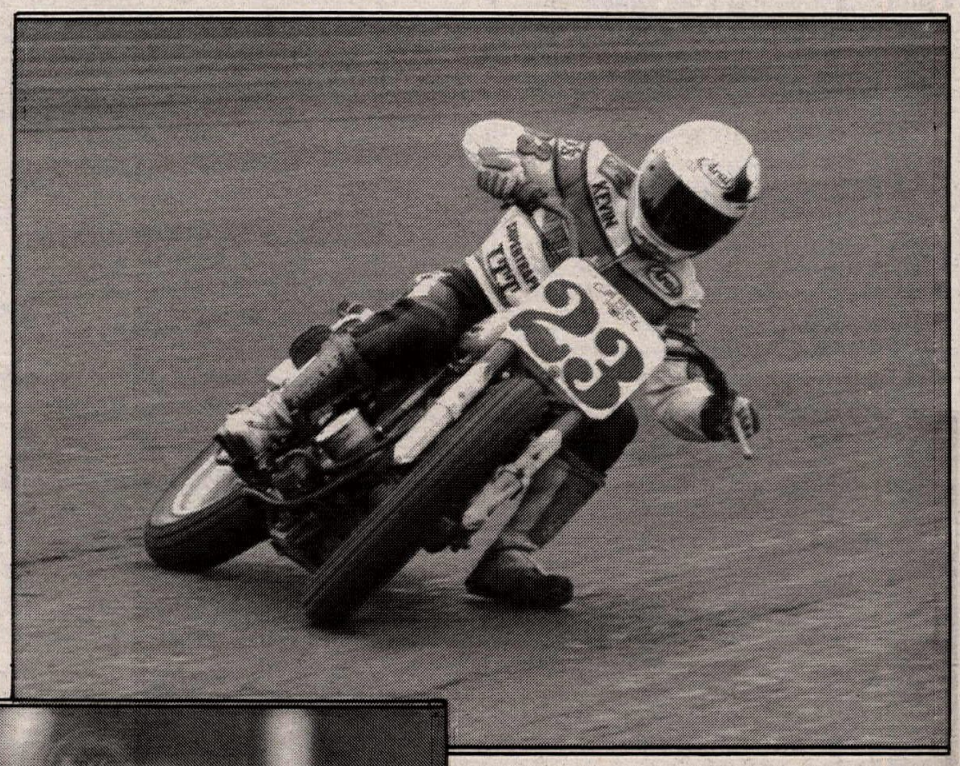
It wasn't until Kevin was nine that he decided that he wanted to race.

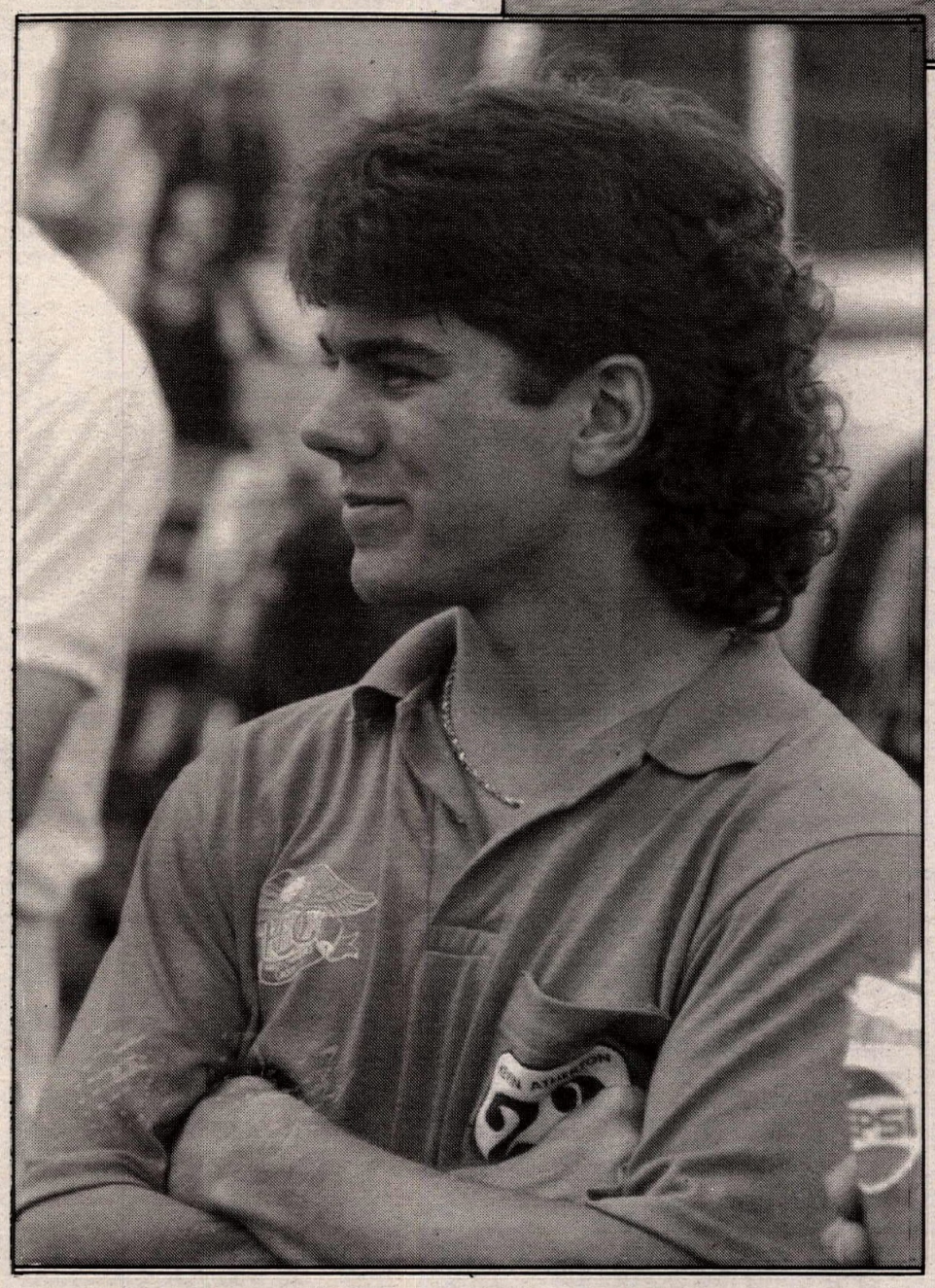
"I used to like going to the races with Brian, but I would just chase the girls around all day," said Kevin. "Then one day, I tried riding Brian's Yamaha YZ80 DTX bike, and I decided that I wanted to race."

As he grew, Kevin progressed to bigger machinery. At the age of 12, he won the 80cc (12-15 year old) and 125cc Schoolboy Championships, and joined the professional ranks as a Pro-Am racer at the age of 15.

In late 1987, at the age of 16, Atherton made the jump to the Junior class, and in his debut race with yellow number plates, he finished third.

Kevin elected to stay in the Junior class for the 1988 season, and went on to earn the Junior National Championship. Along the way, he had the opportunity to compete with veterans Steve Morehead, Dan Ingram, Terry Poovey and his future teammate, Chris Carr, in 600cc National events where Juniors are allowed to compete with Experts. Atherton finished the '88 600cc National series second in points, bettered only by perennial champ Carr.





At the end of the 1988 season, an AMA ruling that allowed 600cc machines to compete against the bigger 750cc motorcycles in the Expert class presented Atherton with a golden opportunity.

"I had already wrapped up the Junior title, and the rookie Experts that year had hardly scored any points," Atherton said. "So I figured that I could race the last two races on my 600, and maybe win (Camel Pro Series) Rookie of the Year."

Atherton competed at the fall Ascot National Half Mile, and after a race-long battle with the defending Grand National Champion, Bubba Shobert, Atherton crossed the finish line in sixth place.

"I may have finished sixth, but I guarantee that I was the most excited guy on the track!" Atherton recalled. "I couldn't believe that I had beat the Grand National Champion. Sixth place also gave me enough points to win Rookie of the Year, so I won the title in just one race."

Atherton was approached by the Harley-Davidson factory at the end of that season, but had little idea of what lie in store.

"They said that they wanted to help me out," said Atherton. "We talked a lot through the winter, and everytime we talked, the deal seemed to get better and better. I had originally thought that I would just be getting some help, I had no idea that I was gonna be on the team!"

It wasn't until four days before the 1989 season-opening Daytona Short Track that Atherton actually signed a contract with the factory.

"It really didn't sink in until I was there (Daytona)," said Atherton. "It wasn't until I looked around and thought, 'Wow, my leathers are the same as Parker's!' "

Although one would expect an 18-year-old rider to be a bit intimidated being on the same team as the legendary Jay Springsteen, Grand National Champion Scott Parker, and 600cc National Champion Chris Carr, Atherton was quite comfortable with the idea.

"Scotty and Springer live pretty close to me, and I'd been racing with Chris for years," said Atherton. "So it was like I had grown up with them. I was already good friends with all of them."

Steve Storz, of Storz Performance fame, was originally assigned as Atherton's mechanic, but business commitments kept Storz from travelling to the races. Instead, Storz would build the motors and ship them to Atherton.

"It wasn't working out too well, and the factory and Steve mutually decided that it wasn't going to work," said Atherton. "So they replaced him with Phil Darcy. He was an ex-racer, and knew a lot."

Atherton and Darcy finished out the '89 season together with limited success, posting only one top five finish, at the Albuquerque Mile.

"Harley wanted me to use that first season to learn," said Atherton. "They saw no sense in giving me a real fast bike before I even knew how to ride a 750, instead they wanted me to learn how to go fast on a bike that was not as fast."

For his second season on the factory team, Atherton was paired up with veteran mechanic Al Stangler, who had tuned for team riders Corky Keener, Scott Parker and Jay Springsteen in the past, and the two have been inseparable ever since.

"I can't say Al's like a *father*, but I guess he's more like a brother, or my best friend," said Atherton with a smile. "I probably goof around and do more kid stuff with him than I do with my little cousins. Sometimes I think he's 15 years old, but on the other hand, he's so smart, it's *unreal*! He knows everything about every part on that bike."

Stangler has undoubtedly played a key role in Atherton's success thus far, both mechanically, and mentally.

"I think Al's the best tuner out there, I've *never* had a mechanical failure, only one electrical failure, but that wasn't his fault," Atherton said. "He keeps me in the right state of mind at the track. I can be having the worst day, and I know he's having troubles too, but he always seems to be able to make me smile. I'd be lost without him."

Among his teammates, Atherton considers Parker to be his closest friend.

"Chris and I get along really well," said Atherton. "But he lives all the way out in California, whereas Scotty lives only a few hours away. Scotty and I do a lot of stuff together, we're like brothers. . . I even have my own bedroom at his house!"

"Jay (Springsteen) is also a real good guy, real happy-go-lucky," Atherton added. "But if you try to talk racing with him, you'll be talking to yourself. On the other hand, if you wanna talk about a woodchuck that you shot in your backyard, or something like that, the guy will talk your ear off!"

Besides Parker and Springsteen, Team Honda motocrosser Jeff Stanton is also listed among Atherton's Michigan friends, and neighbors.

"I remember Jeff coming into our shop a long time ago to buy parts," said Atherton. "But we didn't *really* meet until the Daytona Supercross in 1990. Since then, we've been doing a lot of things together, mostly riding."

Among the toys that fill his garage, Atherton has two Honda motocrossers that he practices on nearly every free day of the week.

"I ride at Stanton's a lot, and he teaches me little things here and there," said Atherton, who has yet to compete in a motocross race. "We keep planning on going to a local race together, but every time I have a free weekend, he's gone, and vice-versa."

"I tried to race a motocross a while back, but I got there, unloaded, and got dressed, and they wouldn't let me sign up because I wasn't 18," said Atherton. "I showed them my professional dirt track license, but they said that didn't mean a thing there."

When asked what class he would compete in when he finally does enter a motocross race, Atherton smiled, and said, "The *fast* class."

"Riding my motocrosser is about the only training I do," explained Atherton. "Stanton gets up at six in the morning, goes running, meets me at 11:00 to go riding, then goes and lifts weights and runs *again* after we're done. What a nut! I can't get into running and lifting, you can't go fast! I ride a mountain bike quite a bit; the uphills suck, but I have a blast coming down 'em."

Although he has yet to race his CR, Atherton has dabbled in various other forms of motorcycle competition, including cross country and road racing, which he has his eyes set on as a future goal.

"I raced an ATK 604 at the '89 Barstow-to-Vegas," he said. "That was a blast, but I kept crashing and breaking the thing. I think I finished 31st, but for the first few hours I ran in the top four.

"In '88, Ron Wood built a 600cc-single, and I raced it at Willow Springs after going to Keith Code's Superbike School," Atherton said. "Keith pulled some strings so that I could race in every class, without being scored. I won a couple of the races, and did well in all of the others."

In 1989, Atherton competed at Daytona aboard one of Kenny Roberts' Yamaha 250cc two-strokes, and finished a respectable 20th. A few weeks later, Atherton posted another 20th place finish at Road Atlanta, but decided that the two-strokes were not for him.

"It was too different going from a 750cc four-stroke, to a 250cc two-stroke," said Atherton.

For now, Atherton is content to zip around town on a Ducati 851, yet another fast toy that sits in his garage.

"If I have to go somewhere that's 20 miles away, by the time I get there my odometer will probably have 45 miles on it," he says, with a gleam in his eye. "I'll hit every turn and high-speed corner on the way there, that's just me. I can't stand going slow, if I've got an hour to make it somewhere, it'll only take me half an hour."

Along with the racy 851 that he affectionately refers to as "the Duck," Atherton can be seen motoring around town on a FXR Sport Edition Harley-Davidson, that was presented to him by the factory.

"Sometimes I like to get all dressed up, boots, chaps, leather jacket and all, and cruise down to the local biker bar," said Atherton. "The stereotypes about those guys are all wrong, some of them can be the best guys to hang out with."

When asked if he wore a helmet while cruising the Harley, Atherton was taken back, as if offended. "Of course," he blurted, but added that the only helmets he has to wear are his Harley team helmets.

"I guess that must look kinda funny, huh?" he said. "Leathers, boots, and a fluorescent orange-and-black helmet with number 23 painted on it. Man, I need to get a hold of a black one, don't I?"

While Atherton would like to someday trade in the number 23 on his helmet for a lone number one, his immediate goal is to post his first National win before this season comes to an end. Although he has been painfully close on a number of occasions, Atherton has yet to stand on the high step of the podium.

"If I could win a National this season, I'd be happier than a pig in shit," laughed Atherton. "It kills me when you work your butt off for 25 laps, and then get out-foxed by the veteran at the end."

"A lot of people tell me, 'Hey, you've got a lot of years left.' But I tell them, 'Hey, I wanna do it *this* year!' "

At the spring running of the Sacramento Mile, Atherton broke away from the pack and looked to be a sure winner, but slowed and dropped to fifth with a badly blistered rear tire.

"I really should have won Sacramento," said Atherton with a shrug of his shoulders. "People always say that you can't break away like that so early on, but when you're there, it's a whole different story. But I guess you have to learn the hard way, and I had to see for myself. I learn something at every race, and I feel that my first win is just around the corner."

There's no need to ask what the highlight of Atherton's young career is. At the May Springfield Mile, Atherton out-dashed five other riders in the $17,500 Camel Challenge, and scored the $10,000 first prize.

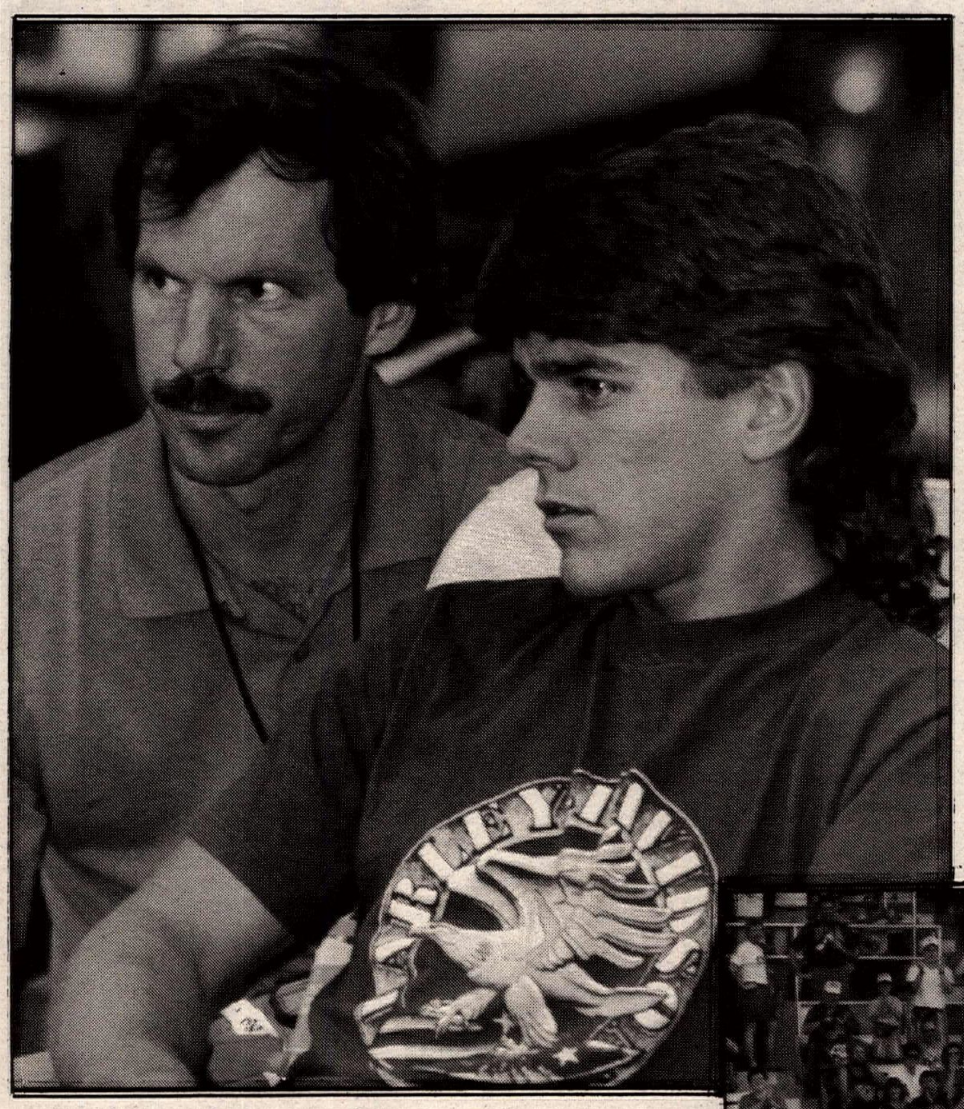
"I can't describe what it felt like to win that first Challenge. I couldn't stop smiling," said Atherton.

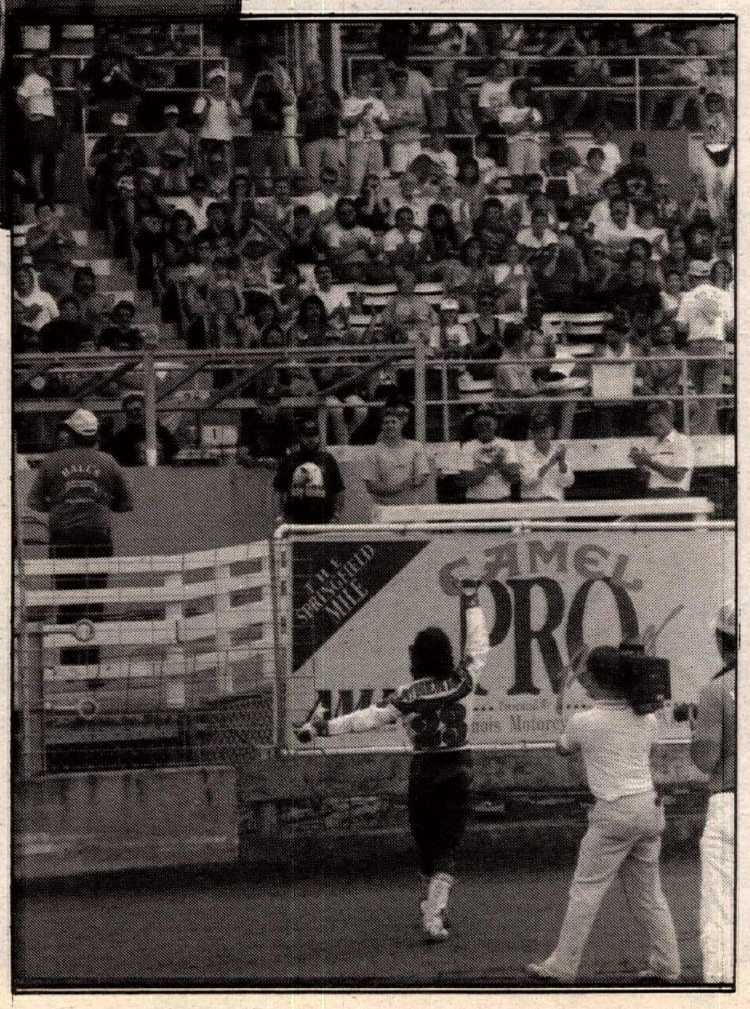
Atherton repeated that win four months later, when the Camel Pro series returned to the Illinois State Fairgrounds. After setting the day's second fastest qualifying time, Atherton, once again, outran the five other competitors in the Springfield Camel Challenge to score another $10,000 first prize.

"It was great to win again at the same track, but it just wasn't the same as the first win," Atherton said. "This time, I *knew* I could do it, so it came a lot easier. Now, if I could just win that first National and break the ice, I know more would follow."

With only two months left in the race season, Atherton has three more chances to meet his goal of a National win in 1991. Things look bright however, as the three races include the San Jose Mile, where he finished fifth earlier in the year, the Pomona Half Mile, at which he trailed only Parker across the finish line, and the season-ending Sacramento Mile, the race that he came so close to winning earlier in the year.

And what is Atherton's strategy for that race? "You can bet I won't be blistering any tires this time. . ." CN



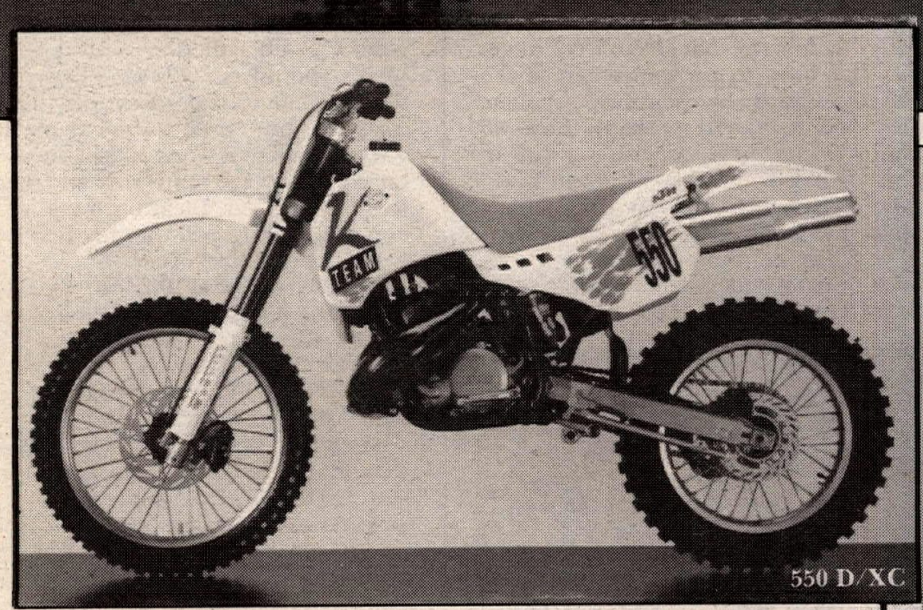


(Above) Atherton credits his tuner, Al Stangler, with much of his success to date. (Right) Atherton scored his first major win as a Camel Pro Expert at the May Springfield Mile Camel Challenge, and repeated his win at the fall version of that same race.

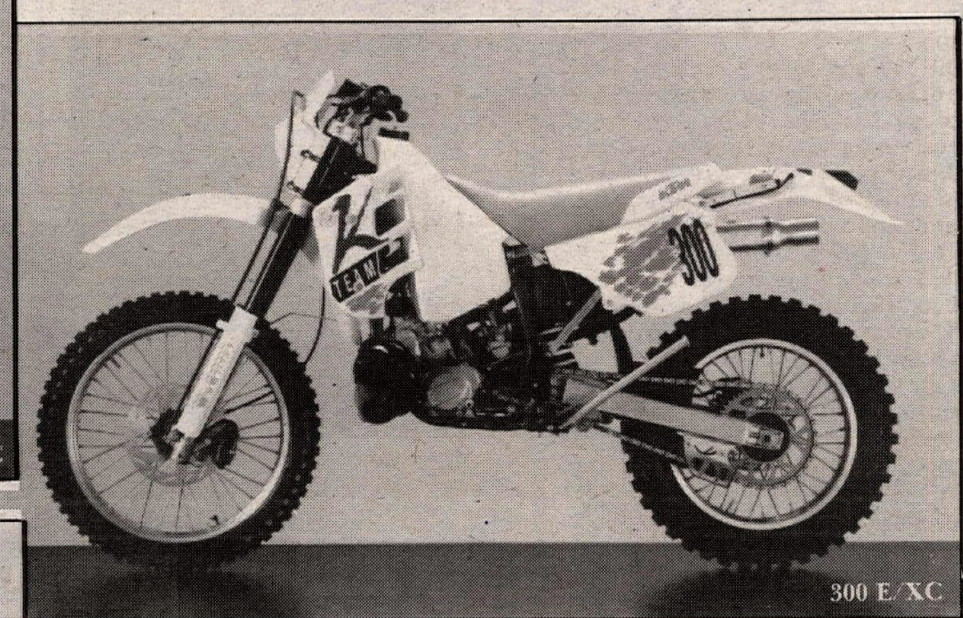
September 18, 1991 CYCLE NEWS

Refinements mark KTM Silver Anniversary lineup

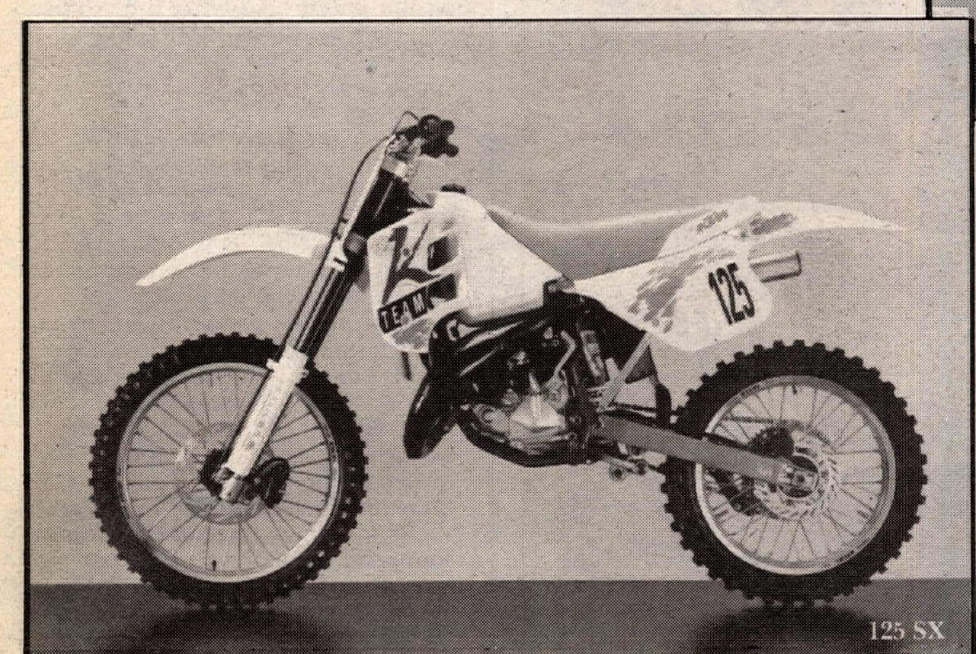
250 SX



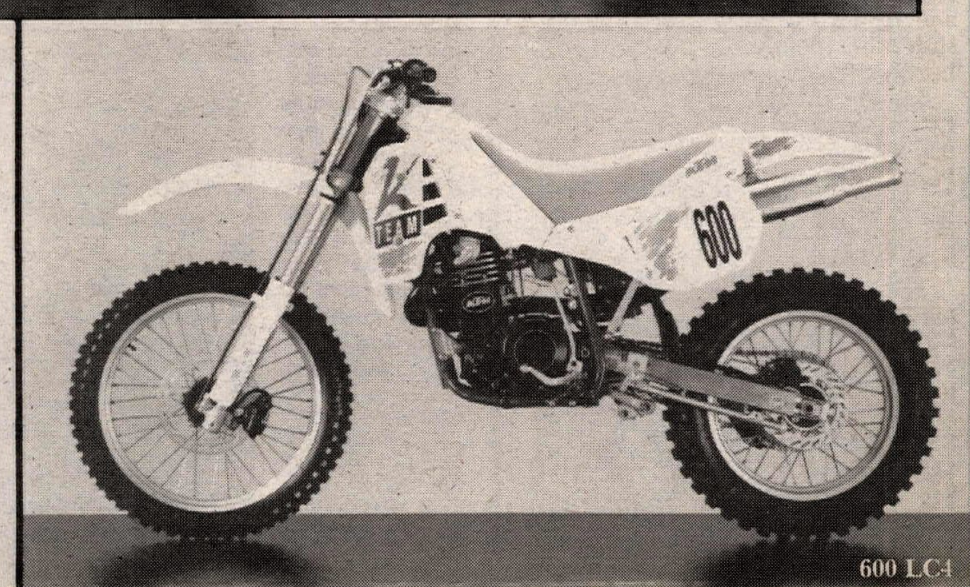
550 D/XC



300 E/XC



125 SX



600 LC4

A number of refinements have been made to the 1992 off-road and motocross models from KTM, the Austrian firm that is celebrating its 25th year of exporting motorcycles to America.

Once again, KTM offers the off-road rider one of the widest selections of bikes for specific riding applications. There are a total of 13 different models available in five basic types: motocross (SX models), enduro/cross country (E/XC), desert/cross country (D/XC), trail/cross country (T/XC) and four-stroke (LC4).

In what many will feel is a copycat move, all '92 KTMs come adorned with new "Speed Splatter" graphics in a mint and pepper color design. Like it or love it, the new wave paint themes are nearly impossible to escape in the off-road motorcycle marketplace.

Beneath the paint, an assortment of new technical features can be found throughout the lineup. New White Power suspension units are featured at the front and rear of every model in the form of an all-new Dual Taper 4057 fork, featuring rebuildable anti-cavitation sealed cartridges, new valving and low-friction bushings, held in place by stronger yet lighter triple clamps, and a White Power shock that also has low-friction bushings, new piston material and revised valving.

Each model also has new disc brake rotors front and rear, designed to give longer brake pad life, and the front disc is clamped by a two-piston Brembo caliper. All models also come fitted with wider footpegs, new-style Magura control levers, higher-rise handlebars with a new clamping system, new seat shape and material, and quieter exhaust/silencer systems.

Each of the 125cc models features a longer swingarm with improved suspension linkage system, a new exhaust pipe, an easy-access clutch which has improved sintered plates and a newly-designed actuating system, and a new shifting quadrant designed to improve shifting.

The 250 and 300cc SX models now have die-cast engine cases, while all 250/300cc models come with redesigned exhaust power valves, stronger cylinder head, new piston shape with improved rings, improved porting, larger-capacity radiators and a new kickstart lever bend.

All 250/300cc trail/cross country models come equipped with 82 decibel EPA off-highway approved silencer/spark arrestors and are enduro-ready with a stock odometer.

At the top end of KTM's displacement scale, the 500 and 550cc two-strokes get the same swingarm/rear suspension linkage improvements as the 125, and larger radiators are similar to the 250/300cc models. New gas tanks with increased fuel capacity are fitted to the big-bores, and they now breathe through Keihin carburetors. To improve shifting and reduce weight, a new aluminum shift drum mounted in needle bearings has been fitted to the transmission.

Specific changes to the four-stroke LC4 haven't been finalized, but it's likely that the thumper will get the same White Power suspension improvements as the two-stroke models as well as an increase in engine displacement over the '91 model's 552.6cc.

The new KTMs are expected to be released to dealers in the middle of September, beginning with the 250/300cc models with the remainder of the lineup following a short time later. Suggested retail prices are as follows: 125 SX $3475, 125 E/XC $3625, 250 SX $4325, 250 D/XC $4375, 250 E/XC $4475, 250 T/XC $4515, 300 SX $4525, 300 D/XC $4575, 300 E/XC $4675, 300 T/XC $4715, 500 SX $4525, 550 D/XC $4615 and 600 D/XC $4995. CN

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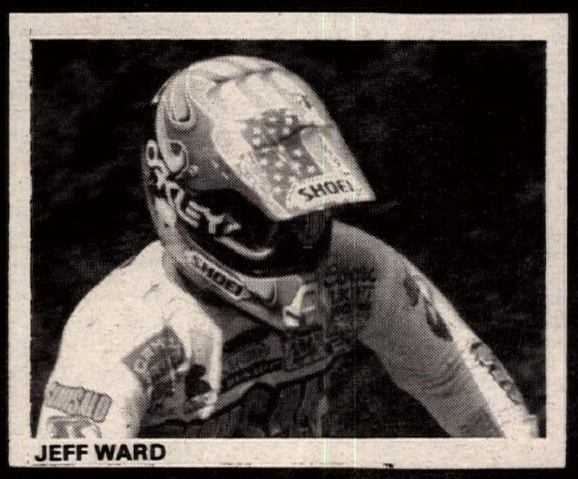

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POINT STANDINGS

World Championship 500cc MX Series

(Final)

1. Georges Jobe	296
2. Jacky Martens	223
3. Dirk Geukens	181
4. Paul Malin	175
5. Billy Liles	175
6. Jo Martens	145
7. Dave Thorpe	144
8. Kurt Ljungqvist	138
9. Kurt Nicoll	132
10. Arto Panttila	130

World Championship 250cc MX Series

(Final)

1. Trampas Parker	241
2. Mike Healey	238
3. Alessandro Puzar	232
4. Peter Johansson	195
5. Marnicq Bervoets	193
6. Pekka Vehkonen	186
7. Dave Strijbos	181
8. Edwin Evertsen	137
9. Teus Visser	110
10. Michele Fanton	109

World Championship 125cc MX Series

(Final)

1. Stefan Everts	377
2. Bob Moore	368
3. Pedro Tragter	259
4. Yves Demaria	198
5. Andrea Bartolini	172
6. M. Van Drunen	163
7. Willie Surratt	158
8. Greg Albertijn Pit Beirer	155
10. Donny Schmit	155

World Championship Superbike Series

(After 9 of 14 rounds)

1. Doug Polen	281
2. Rob Phillis	189
3. Raymond Roche	174
4. Fabrizio Pirovano	166
5. Stephane Mertens	138
6. Carl Fogarty	105
7. Fred Merkel	95
8. Terry Rymer	92
9. Davide Tardozzi	85
10. Giancarlo Falappa	70

World Championship 500cc RR Series

(After 13 of 15 rounds)

1. Wayne Rainey	225/6
2. Michael Doohan	207/3
3. Kevin Schwantz	184/4
4. Wayne Gardner	139
5. John Kocinski	128
6. Eddie Lawson	126
7. Juan Garriga	102
8. Didier de Radigues	91
9. J.P. Ruggia	78
10. Doug Chandler	76

(Points/wins)

World Championship 250cc RR Series

(After 13 of 15 rounds)

1. Luca Cadalora	224/7
2. Helmut Bradl	193/4
3. Carlos Cardus	191
4. Wilco Zeelenberg	145
5. Masahiro Shimizu	131
6. Loris Reggiani	115/1
7. P.F. Chili	90/1
8. Jochen Schmid	82
9. Martin Wimmer	78
10. Paolo Casoli	59

(Points/wins)

World Championship Trial Series

(After 9 of 12 rounds)

1. Jordi Tarres	162
2. Diego Bosis	138
3. Donato Miglio	132
4. Tommi Ahvala	127
5. Bruno Camozzi	98
6. Philippe Berlatier	91
7. Amos Bilbao	82
8. Thierry Michaud	65
9. Thierry Girard	60
10. Takumi Narita	48

Camel SX Series

(Final)

1. J-M Bayle	385/8
2. D. Bradshaw	313/3
3. Jeff Stanton	312/4
4. M. Kiedrowski	292
5. Jeff Ward	284/1
6. Guy Cooper J. Matiasevich	232
8. Mike Fisher	214
9. Mike LaRocco	211/1
10. Larry Ward	160

(Points/wins)

Nat'l Championship 250 MX Series

(Final)

1. J-M Bayle	277
2. Jeff Stanton	251/4
3. D. Bradshaw	210/1
4. J. Matiasevich	193/1
5. Mike LaRocco	176
6. Doug Dubach	160
7. Jeff Ward	153
8. Larry Brooks	129
9. Keith Bowen	110
10. Larry Ward	105

(Points/wins)

Nat'l Championship 125 MX Series

(After 9 of 13 rounds)

1. M. Kiedrowski	356/3
2. Guy Cooper	313/2
3. Brian Swink	265/1
4. Steve Lamson	253
5. Jeff Emig	237
6. J. McGrath	235
7. Buddy Antunez	209
8. Doug Henry	191/1
9. D. Stephenson	181
10. Erik Kehoe	159

(Points/wins)

Nat'l Championship 500 MX Series

(After 2 of 6 rounds)

1. J-M Bayle	95/1
2. Jeff Stanton	86
3. Jeff Ward	83/1
4. D. Bradshaw	76
5. Ron Lechien	64
6. Gene Naumec	57
7. Fred Andrews	46
8. Lance Smail	37
9. Shaun Kalos	36
10. Keith Bowen	35

(Points/wins)

Nat'l C'ship Hare & Hound Series

(After 5 of 6 rounds)

1. Garth Sweetland Danny Hamel	90
3. Larry Roeseler	80
4. Don Griewe	79
5. Paul Krause	72
6. Chris Crandall Paul Ostbo	65
8. Jimmy Lewis	51
9. Ted Hunnicutt	46
10. Ron Naylor	45

Nat'l Championship Enduro Series

(After 5 of 9 rounds)

1. Jeff Russell	126
2. Alan Gravitt	83
3. Randy Hawkins	71
4. Blair Sharpless	67
5. Kurt Hough	65
6. Steve Hatch	57
7. Kevin Bennett	53
8. Kevin Hines	52
9. Alan Randt	50
10. Larry Roeseler	40

National Hare Scrambles Series

(After 5 of 9 rounds)*

1. Scott Summers	136
2. Ron Naylor	85
3. Duane Conner	82
4. Tony Hendon	65
5. Harvey Whitaker	38
6. Chris Caplinger Eric Mashbir Terry Cunningham	33
9. Jeff Russell	30
10. Aaron Hough	29

*Best 7 of 9 rounds

Nat'l C'ship Cross Country Series

(After 7 of 13 rounds)

1. Duane Conner	118
2. Terry Cunningham	111
3. Doug Blackwell	102
4. Jeff Russell	93
5. Thomas Norton	85
6. Scott Summers	80
7. Craig Jones	76
8. Tim Shephard	69
9. Aaron Hough	54
10. Frank Keegan	47

Grand Nat'l/Camel Pro Series

(After 13 of 16 rounds)

1. Chris Carr	178/3
2. Scott Parker	173/5
3. Ronnie Jones	156/3
4. Kevin Atherton	101
5. Larry Pegram	96/1
6. Ricky Graham	89/1
7. Steve Morehead	84
8. Rodney Farris	82
9. Dave Durelle	79
10. Will Davis	63

(Points/wins)

600 Nat'l C'ship Series

(After 7 of 8 rounds)

1. Chris Carr	90/4
2. Larry Pegram	77/2
3. Steve Morehead	44/1
4. Wink Freitas	40
5. Rodney Farris	37
6. Terry Poovey	36
7. Mike Hale	34
8. Dan Ingram	32
9. Rich King	31
10. Dave Durelle	24

(Points/wins)

Nat'l C'ship SB Series

(After 6 of 8 rounds)

1. Thomas Stevens	93/1
2. Scott Russell	84/3
3. Miguel DuHamel	71/1
4. Jamie James	60/1
5. Dale Quarterley	45
6. Rich Arnaiz	42
7. Jacques Guenette, Jr.	37
8. Pascal Picotte	33
9. Tom Kipp	32
10.Tommy Lynch	31

(Points/wins)

Nat'l 250 GP Road Race Series

(After 6 of 8 rounds)

1. Jimmy Filice	79/2
2. Nick Ienatsch	75
3. Chris D'Aluisio	64/2
4. Rick Kirk	56
5. Rick Tripodi	53
6. Danny Walker	51/1
7. Tom Paris	46
8. Mike Sullivan	42
9. Brad Sawyer	39
10. Jon Cornwell	34

(Points/wins)

Nat'l 600 Supersport Road Race Series

(After 7 of 9 rounds)

1. Miguel DuHamel	120/6
2. Tom Kipp	86
3. Larry Schwarzbach	70
4. Jeff Farmer	57/1
5. Tripp Nobles	49
6. Rich Arnaiz	47
7. Jamie James	45
8. Takanobu Koyama	36
9. Steve Crevier	32
10. John Choate Jim Leslie	30

(Points/wins)

Nat'l 750 Supersport Road Race Series

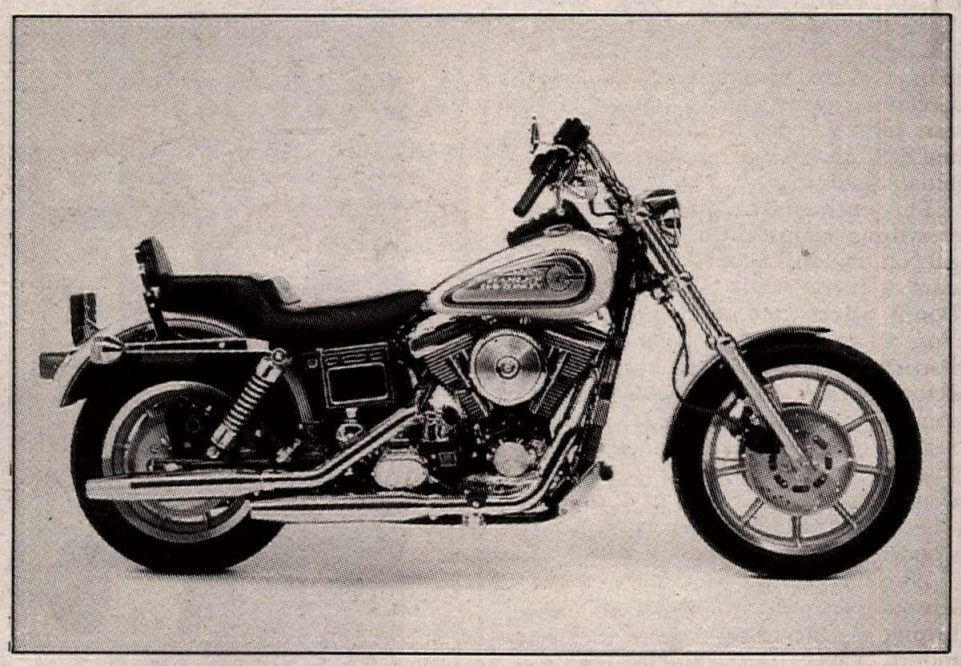
(After 7 of 9 rounds)

1. Scott Russell	140/7
2. Britt Turkington	97
3. Jacques Guenette, Jr.	81
4. Titian Bue	60
5. Bob Sandy	52
6. Tripp Nobles	49
7. Jeff Jeino	47
8. James Schaefer Glenn Barry	35
10. Andrew Deathridge Mike Moores	26

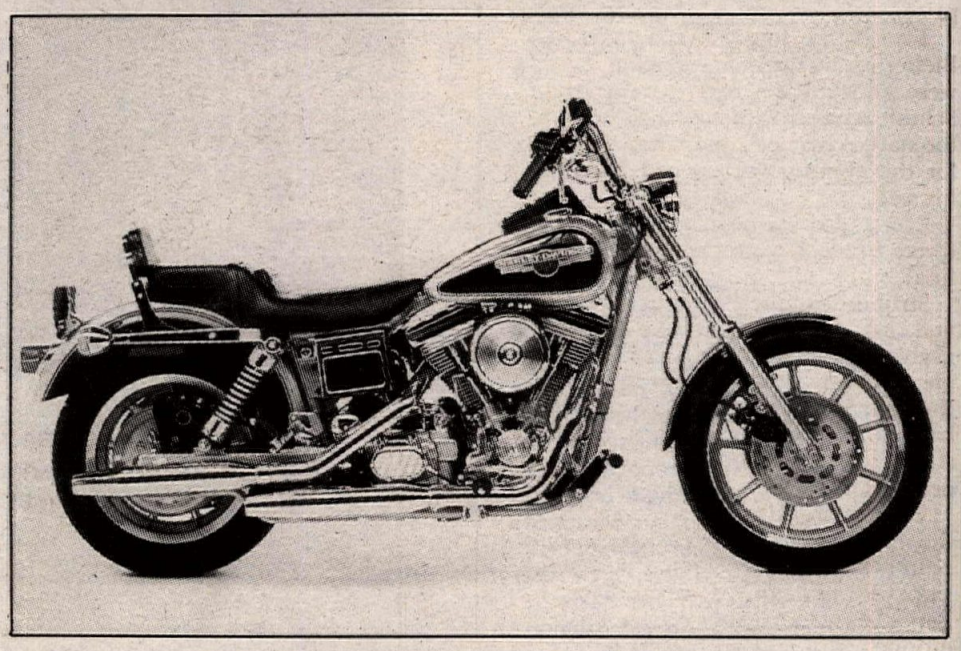
(Points/wins)

NEW BIKES 1992 Harley-Davidsons

Two new models highlight Harley's '92 lineup



The FXDB Daytona (above) and Dyna Glide Custom (below) highlight the '92 lineup.



Harley-Davidson has added two new models to their 1992 lineup of American-built motorcycles. The FXDB Daytona, and FXDC Dyna Glide Custom, highlight next year's crop of new Harleys, while the rest of the 20-bike lineup has undergone only minor changes.

The Daytona model is named in commemoration of this year's 50th celebration of Daytona Bike Week, which took place in March in Daytona Beach, Florida. The Daytona model is a limited edition motorcycle, as only 1700 will be produced. The Daytona features Harley-Davidson's Dyna Glide chassis and internal steel frame that integrates a two-point, rubber engine-isolation mounting system. Special "50th" graphics highlight the tank, and "Daytona" insignias are featured on the air cleaner insert, the sissy bar plate and on the seat. A serialized nameplate identifies the motorcycle, and gold trim cast wheels and rear sprocket add to the looks of the Daytona model. The Daytona Limited Edition will cost $12,120.

Harley's other new model, the Dyna Glide Custom, is styled in a monochromatic silver and chrome package that is highlighted by a silver-powder painted frame. Like the Daytona model, the Dyna Glide Custom features specially chromed handlebar clamp and risers, electrical cover, coil cover, headlight shell, and belt and battery guards. The Dyna Glide Custom carries a price tag of $11,599.

The rest of the 1992 lineup feature new brake and disc material for improved feel, continuously vented fuel tanks for smoother fuel delivery, and new powder-coat paint jobs.

The 16 1340cc models have a recalibrated 40mm carburetor, steel oil lines, relocated pump mounting holes, and a new pump cover.

A new fork, shocks, side stand and seat that result in a lower seat height, are featured on the XLH Sportster 883 Hugger, along with a new O-ring chain drive.

The new powder-coat finishes that top the 1992 lineup are a result of a $24 million dollar paint facility that Harley-Davidson has built in an attempt to improve the quality and finished looks of their machines. The new plant incorporates a electro-coat dip tank and six robotic paint applicators that will uniformly apply the Harley colors. CN

Rodil World Championship Supercross Series: Round 1

Dutchmen clean up in Thialf Stadium

By Alex Hodgkinson

HEERENVEEN, HOLLAND, AUG. 31-SEPT. 1

The FIM's ill-fated Rodil World Championship Supercross Series added another disastrous chapter to its checkered history as less than 1000 spectators turned out to watch home stars John Van den Berk, Dave Strijbos and Edwin Evertsen dominate racing in Thialf Stadium.

The enthusiastic promoters had everything against them. The Washougal National MX kept all the American stars at home, with the exception of Donny Schmit and 1989 Rodil Supercross Champion Mike Jones. A load restriction on the international ice skating arena's surface plus a soft dirt compound left the track far from ideal. Several obstacles were almost demolished before racing began, and there were continual problems as spinning wheels dug through to the concrete or wooden floor, causing many crashes.

With one of the warmest and longest late-summer heat waves in memory hitting the area, nearby beaches summoned many of the potential spectators, especially with a rather steep admission price.

Two of the top riders, Schmit and Bieffe Suzuki teammate Stefan Everts were knocked out early on Saturday. Schmit tangled with a pair of riders at the start of his heat, and later withdrew for the evening with a bad bruise to his side.

Everts also crashed in a heat and a severe headache hampered him in the final.

Strijbos led much of Saturday's final and only briefly lost the lead to Pennsylvania's Jones. After a titanic struggle for many laps with the advancing Evertsen and Van den Berk, Jones faded back to a fifth-place finish. Strijbos scored the win ahead of Evertsen, Van den Berk and Pekka Vehkonen.

Van den Berk led all the way to the finish in Sunday's final, which paid points towards the Rodil Championship. Evertsen moved in on Van den Berk's tail at half distance, but a mistake dropped him and he had to settle for second. Strijbos took advantage of a crash two laps from the end which claimed Everts, Jones and Schmit to move in and pass Pedro Tragter for third on the last lap. CN

Results

SATURDAY: 1. Dave Strijbos (Suz); 2. Edwin Evertsen (Kaw); 3. John Van den Berk (Suz); 4. Pekka Vehkonen (Yam); 5. Mike Jones (Suz); 6. Teus Visser (Kaw); 7. Marcel Van Drunen (Hon); 8. Joel Smets (Hon); 9. Stefan Everts (Suz); 10. Werner De Wit (Kaw); 11. Gerard Koning (Hon); 12. Charrel Sweebe (Hon).

SUNDAY: 1. John Van den Berk; 2. Edwin Evertsen; 3. Dave Strijbos; 4. Pedro Tragter (Suz); 5. Pekka Vehkonen; 6. Stefan Everts; 7. Marcel Van Drunen; 8. Greg Albertyn (Hon); 9. Teus Visser; 10. Mike Jones; 11. Gerard Koning.

Kell scores at Castle Rock TT

By Derryl Anderson

CASTLE ROCK, WA, AUG. 17

Baker Racing/Downtown Harley/Arai/World Wide Motorsports-backed Speedy Kell scored the win in the Junior/Expert/Pro class, at the first Harley Night at The Rock. Seattle Downtown Harley, Kevin's Olympia Harley, Tacoma Harley, Columbia MC, Lynwood Cycle Barn and Beaverton Harley donated money to bring the night's Pro purse to a record $2500.

In the first Junior/Expert heat race, Jeff Annen grabbed the holeshot followed by Kell, Kirk Strong, Charlie Brown, John Wincewicz, Mike Sullivan and John Myers. Kell tried to pass Annen everywhere, many times getting right next to him, but he was never able to get by. Strong came right in behind Kell and the leading trio ran that way to the finish. Coming at the checkered flag out of turn four, Kell drove on Annen but came up a wheel short.

The second heat was led briefly by Chris Staley, who was followed closely by Del Schnitzer and Dan Stanley. Coming out of turn four, Stanley passed Schnitzer and caught Staley. Suddenly Stanley hooked Staley's bike, and was thrown over the right side of his bike. Stanley hung on for quite a ways, but the bike endoed and threw Stanley down the track. After a look by the medics, Stanley got up but didn't make the restart. Staley got the initial lead, but Schnitzer passed him and went all the way. Meanwhile, J.P. Simonsen and Troy Rose got by also. At the end it was Schnitzer, Simonssen, Rose, Staley and Pat Munyon.

The last heat race was a runaway with Mickey Fay going the distance over Randy Roose, Dave Anderson, Jeff Hiatt, Brian Baldwin and Steve Hyson.

In the main event, Fay got the scratch, but Kell wasted little time in passing him. Behind them was Annen, Strong, Roose and Sullivan. On lap four Annen got by Fay, as did Strong a lap later. Out back, Rose, Wincewicz and Schnitzer were having a battle that lasted right to the end.

Meanwhile, Kell was out to a 20-yard lead on Annen, who had Strong all over him. Kell took the checkered flag, followed by Annen, Strong, Fay, Roose, Brown, Sullivan, Wincewicz, Rose, Schniter and Stanley.

Brett Landes was the winner in the first heat race, followed by Gary Strode, Jeff Anderson, Dave Bachmeirer, Willie Halbert, Dean Autrey and Eric Rickman.

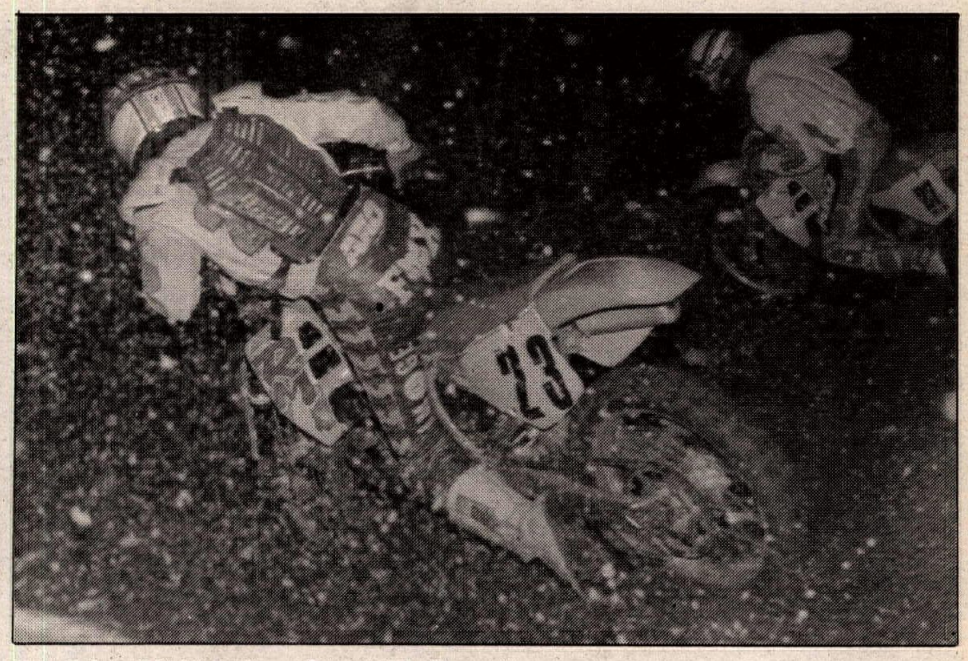
Heat two was initially led by Dave Stering, but he was slowly passed by Russ Lynch, Shane Butchart and Tommy Duncan. At the end, it was Butchart taking the win over Duncan, Lynch, Stering and Larry Kessel.

The main event was a repeat of the previous night's with Landes going all the way, followed closely by Strode. The duo slowly pulled away from Anderson, Butchart, Duncan, Bachmeirer and Lynch. The positions remained the same to the finish.

Results

50 B: 1. Matt McCoy (Yam); 2. Kyle Ragsdale (Yam); 3. Jenifer Galpin (Yam).
50 A: 1. Scooter Vernon (Itj); 2. Kurtis Hawk (Yam); 3. Dale Ainslie (Yam).
50 MULTI-SPEED: 1. Kati Ash (Itj); 2. Brandon Cribbons (Yam); 3. Taleetha Lester (Yam).
60: 1. Justin Ruth (Kaw); 2. Corey Clark (Kaw); 3. Jimmy Ragsdale (Kaw).
80 B: 1. Steve Hyson (Kaw); 2. Joshua Paulus (Kaw); 3. Jill Divorak (Kaw).
80 A: 1. Christian Vernon (Kaw); 2. Jason Burchett (Yam); 3. Trevor Flath (Kaw).
125: 1. Skip Duncan (Hon); 2. Keith Anderson (Hon); 3. Alan Visser (Hon).
250 B: 1. Beau Manley (Hon); 2. Steve Thompson (Hon); 3. Tim Ball (Hon).
250 A: 1. Jeff Rister (Hon); 2. Craig Bowman (Hon); 3. Garry Roller (Yam).
+30 250: 1. Craig Bowman (Hon); 2. Jeff Rister (Yam); 3. Kevin Nelson (Hon).
+30 OPEN: 1. John Sperry (Hon); 2. Alan Morinville (Hon); 3. John Bredfield (Hon).
+40 B: 1. Jimmy Roseth (Tri); 2. Vince Holt (Hon); 3. Mike Annen (Hon).
+40 A: 1. Sonny Burres (Tri); 2. Gary Hite (H-D); 3. Alan Morinville (Hon).
OPEN C: 1. Loren Dorsey (Hon); 2. Brian Hendries (Hon); 3. Doug Annen (Hon).
OPEN B: 1. John Whitmore (Hon); 2. Darren Anderson (Hon); 3. Steve Thompson (Hon).
OPEN A: 1. Craig Bowman (Hon); 2. Jeff Rister (Hon); 3. Alvin Nelson (Yam).
ALMOST VINT: 1. Marc Melcher (Hon); 2. Ron Evans (Yam); 3. Dean Welsh (Hon).
VINT SGL: 1. John Parrish (BSA); 2. Garry Roller (Yam); 3. Mike Morris (Hon).
VINT TW: 1. Tony Thom (Tri); 2. Matt Holm (BSA); 3. Mike Stering (Tri).
PRE UNIT VINT: 1. Kleeve Hodson (BSA); 2. Shannon Hamilton (Tri); 3. Ross Poitras (BSA).
PRO-AM: 1. Brett Landes (Rtx); 2. Gary Strode (Rtx); 3. Jeff Anderson (Hon); 4. Shane Butchart (Hon); 5. Tom Duncan (Hon).
JR/EX: 1. Speedy Kell (Rtx); 2. Jeff Annen (Rtx); 3. Kirk Strong (Rtx); 4. Mickey Fay (Rtx); 5. Randy Roose (Rtx).

Former National Champions Mark Barnett (209) and Kent Howerton battled in the I-40 Masters of MX event.



Jon Zahrt (23) kicked up the LACR dirt as he won the Jr. Vet Expert class.

Howerton hot at I-40 MX

By Gary Garman

LENOIR CITY, TN, AUG. 24-25

Five-time MX National Champion Kent Howerton turned in his second appearance at round two of the U.S. Masters of Motocross Series at I-40 Motocross Park and edged out the competition to win the Plus 30 Masters class on Sunday.

Four-time National Champion Mark Barnett led for most of the 20 minute moto and was shadowed closely throughout the race by Howerton and First City Cycle's Alan Andreu. However, Andreu slid out at the halfway point, failed to recover, and forfeited the second slot to Howerton. Howerton seized the opportunity, throttled up and closed the gap on Barnett. He continued to dog the leader for the next few laps. Then, when an opening presented itself on the front straight, Howerton found the extra throttle he needed and pushed past Barnett.

In the meantime, Andreu had worked his way back up to third only to find the leaders out of reach. Howerton and Barnett kept it tight all the way to the checkered flag, which Honda of Knoxville/Shoei/Scott-backed Howerton took with both feet off the pegs.

Kevin Foley, backed by Team Green Fox, Shoei, Oakley and Yokohama, dominated the Plus 25 class with a wire-to-wire win. Mike Andrews kept the heat on Foley throughout the race but failed in his attempts to find the road past Foley. Following close behind Andrews were Billy Joe Atkins, Andreu, Howerton and Barnett. The group of riders held these positions when the checkers came out.

Saturday's feature attraction in the 250/500cc Expert class was Justin Jackson, sponsored by O'Neal, Florida MotoSports Complex, Oakley, Shoei, Renthal, CEET and EBC. As the gate dropped, all the riders jammed into turn one and Jackson was the first to pop out into the whoops section. He was followed by BJ Atkins, Barnett and Larry Bolden. Jackson never looked back as he scored the win. Atkins rode a great race for second, while Bolden and Barnett finished third and fourth.

Results

SATURDAY
WMN NOV: 1. Kimmy Bozik (Kaw).
YTH 15-24: 1. Steve Allred (Suz); 2. John Vangilder (Yam).
OPEN NOV: 1. Mitchell Holstein (Hon); 2. Gary Reynolds (Kaw); 3. Jeff Byrd (Yam); 4. Tim Nichols (Kaw); 5. Greg Leach (Kaw).
OPEN INT: 1. Jose Torregrosa (Hon).
P/W: 1. Jason Bault (Yam); 2. Mitchell Holstein (Yam); 3. Justin Holstein (Yam).
80 12-15: 1. Josh Pierce (Suz); 2. Matt Harrison (Kaw); 3. Bryon McElhaney (Kaw); 4. Darryl Monhollen (Suz); 5. Robbie Buchman (Kaw).
60: Patrick Haynes (Kaw); 2. Ricky Irwin (Hon); 3. Robert Shannon (Kaw); 4. William Shannon (Kaw).
125 NOV: 1. Joey Whitehead (Hon); 2. Kimmy Bozik (Kaw); 3. Clay Carmichael (Yam).
125 INT: 1. Wayne Harrison (Suz); 2. Bryan Gilliam (Kaw); 3. Shane Jenkins (Kaw); 4. Kyle Myers (Kaw); 5. Lee Knight (Kaw).
125 PRO/EX: 1. Travis Blackburn (Kaw); 2. Steve Allred (Suz); 3. John Salley (Hon).
250 NOV: 1. Mike Linginfelter (Yam); 2. BJ Williams (Hon); 3. Mark Wallace (Hon); 4. Chris McCall (Hon); 5. Scott Dixon (Suz).
250 INT: 1. Henry Weir (Kaw); 2. Clay Miller (Hon); 3. Jamie Harrison (Suz).
250/500 PRO-EX: 1. Justin Jackson (Kaw); 2. Billy Adkins (Hon); 3. Larry Bolden (Yam); 4. Mark Barnett (Hon); 5. John Salley (Hon).
+25 INT: 1. Scott Grubb (Suz); 2. Henry Weir (Kaw).
+25 NOV: 1. Mitchell Holstein (Hon); 2. Brian Leach (Kaw); 3. Randy Haynes (Yam).
+30 NOV: 1. Robert Buchman (Hon); 2. Kenneth Nordan (Hon).
+30 INT: 1. Clay Miller (Hon); 2. A. Carrasavillo (Hon); 3. Peter Harrison (Kaw); 4. Henry Weir (Kaw).
+40 INT: 1. Peter Harrison (Kaw).
+40 NOV: 1. Woody Strickland (Suz); 2. Eddie Sharp (Hon); 3. Lou Whitney (Hon).
MEDIA CELEBRITY: 1. Don Carson (Hon); 2. Bill Hays (Kaw); 3. Larry Smith (Yam); 4. Rick Russo (Yam); 5. Darrahl Stanford (Hon).
SUNDAY
WMN PRO/EX: 1. Kimmy Bozik (Kaw).
+40 MSTR: 1. Steve Lewis (Yam); 2. Woody Strickland (Suz); 3. Warner Wilbourn (Kaw); 4. Peter Harrison (Kaw).
+25 PRO/EX: 1. Kevin Foley (Kaw); 2. Mike Andrews (Suz); 3. Alan Andreu (Hon); 4. Billy Adkins (Hon); 5. Kent Howerton (Yam).
+30 MSTR: 1. Kent Howerton (Yam); 2. Mark Barnett (Suz); 3. Alan Andreu (Hon); 4. Steve Lewis (Yam); 5. Sam Knowlton (Hon).
OPEN 250/500: 1. Scott Grubb (Suz); 2. Jerry Wattenbarger (Yam); 3. Mike Linginfelter (Yam); 4. BJ Williams (Hon); 5. Greg Johnson (Suz).
OPEN 60: 1. Patrick Haynes (Kaw); 2. Ricky Irwin (Hon); 3. Bob Shannon.
OPEN 80: 1. Bryon McElhaney (Kaw); 2. David Dotson (Kaw); 3. Darryl Monhollen (Suz).

Haman burns up LACR MX

By Tony Alessi

PALMDALE, CA, AUG. 23

Joe Haman blazed to a pair of uncontested moto wins in the 250cc Novice class during the California Racing Club's night racing program held at Los Angeles County Raceway.

Karl Lindstrom pinned the holeshot at the start of moto one with Haman and Bob Wood in tow. Lindstrom pushed very hard, but Haman's persistence paid off as he powered by Lindstrom for the lead. Once out front Haman pulled away for an easy win while Lindstrom slowed his pace and was almost passed for second by a hard-charging Scott Mumford at the finish. Mike Little made a charge from out of the top 10 to finish fourth in front of Billy Paul.

Haman grabbed the lead at the start of the second moto with Paul, Mumford and Lindstrom in close pursuit. Haman wasted little time and by the third lap was long gone and on his way to victory. Paul and Mumford had a close-contact battle for second and forgot about Lindstrom, who was hovering in fourth. Paul and Mumford smashed together while Lindstrom capitalized by jetting into second. Mumford eventually worked past Paul for third by the end of the race.

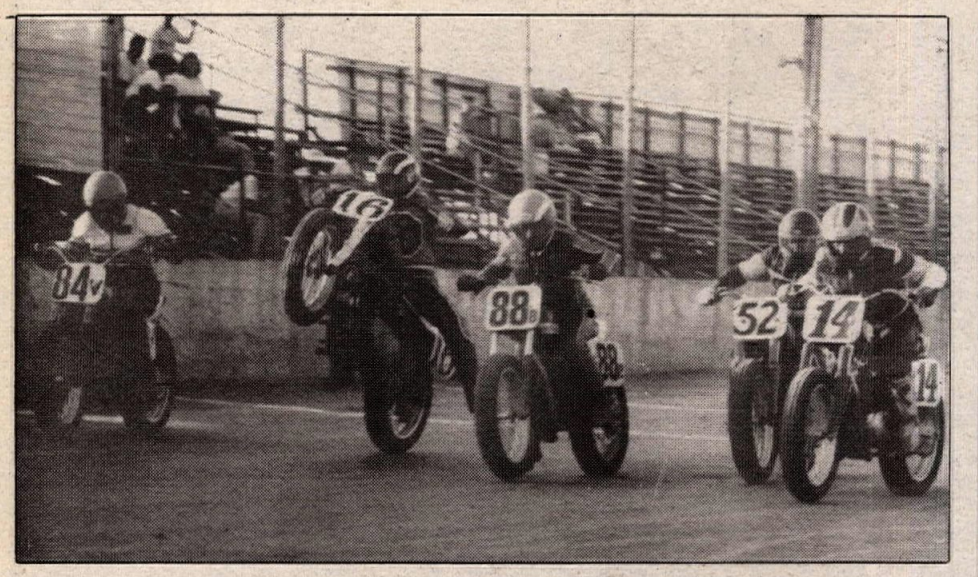
Mike Little was the undisputed king of the 125cc Novice class as he rode without an equal all night. Little holeshot both motos and won with a tremendous lead in both outings. Mark Allen rode strong in the first moto but misjudged the gate in the second moto and could only finish 13th.

Steve Corteville rode consistently for second in moto two ahead of Garey Carlson.

Results

P/W A: 1. Johner Faulkner (DMC); 2. John Simanovich (Yam); 3. James Thompson (Yam); 4. Jared Hernandez.
P/W B-1: 1. Jerry Martinez (Yam); 2. Bud Fullmer (Yam); 3. Donnie Durrer (Yam); 4. Steven Cisar (Yam); 5. K.C. Miller (Yam).
P/W B-2: 1. Adam Herpy (Yam); 2. James Sendelbach (Yam); 3. Sean Collier (Yam); 4. Jack Haden (Yam); 5. Eric Durrer (Yam).
60 0-8: 1. Johner Faulkner (DMC); 2. Blake Viens (Kaw); 3. Ryan Tanner (Kaw).
60 9-1: 1. Shad Viens (Kaw); 2. Jason Larkin (Kaw); 3. Tanya Faulkner (DMC); 4. Tyson Tittlemier (Kaw); 5. Eugene Hernandez (Kaw).
80 BEG: 1. Jacob Machowsky (Hon); 2. Chris Fullmore (Suz); 3. Jonathon Schultz (Suz); 4. Kyle Frazier (Suz); 5. John Slaby (Suz).
80 9-11: 1. Matt Tittlemier (Kaw); 2. Joshua Ahern (Hon); 3. Jason Larkin (Kaw); 4. Justin Robinson (Kaw).
80 NOV: 1. Bobby Killian (KTM); 2. David Hughes (Kaw); 4. Kenneth Reed (Kaw).
80 BIG WHL: 1. Ray Pickett (KX); 2. Michael Callien (Kaw); 3. Paul Rex (Kaw).
80 INT: 1. Jay Theys (Suz); 2. Scott Johnson (Suz).
125 BEG: 1. Scott Reed (Kaw); 2. Randy Lippie (Suz); 3. Justin Cowan (Hon); 4. Steve Smith (Kaw); 5. Chip Crosby (Suz).
125 NOV: 1. Mike Little (Tre); 2. Steve Corteville (Hon); 3. Garey Carlson (Kaw); 4. Mark Vandewalle (Hon); 5. Kevin Obrien (Hon).
125 INT: 1. David Evilsizer (Suz); 2. Tracy Asher (Suz).
125 PRO: 1. Jeff Barbacovi (Yam); 2. Chris Radzinski (Suz).
250 BEG D-1: 1. Mark Majesky (Yam); 2. Chuck Kober (Kaw); 3. Scott Reed Jr. (Kaw); 4. Mike Knodson (Hon); 5. Jason Levy (Hon).
250 BEG D-2: 1. Bryce Barker (Kaw); 2. Mike Licitra (Suz);

LOCAL EVENTS



Tim Hazen (16) wheelies away from I-96 Speedway's Senior class start alongside Ted Van der Sys (84V), Don Bannerman (88B), Dan Crawford (52) and Jim Bauerle.

3. George Fuentes (Hon); 5. Todd Alden (Kaw); 5. Mark Meyers (Yam).
250 NOV: 1. Joe Haman (Hon); 2. Karl Lindstrom (Hon); 3. Scott Mumford (Yam); 4. Billy Paul (Suz); 5. Glen Cohen (Kaw).
250 INT: 1. Eddie Davis (Yam); 2. Tracy Asher (Suz); 3. Eric Lindstrom (Hon); 4. Owen Dickson (Kaw); 5. Ryan Vonlossberg (Suz).
250 PRO: 1. Andy Ellis (Suz); 2. Bryan Nelson (Hon); 3. Ken Neitzel (Kaw).
500 BEG: 1. Timoteo Welch (Hon); 2. John Albini (Yam); 3. Robert Schank (Hon); 4. John Tookey (Kaw).
500 NOV: 1. Scott Gilly (Kaw); 2. Myron Lapka (Kaw).
500 INT: 1. Will Dickson (Hon).
500 PRO: 1. Tim Telford (Kaw); 2. Craig Hofmeister (Hon).
VET BEG: 1. Dan Tanner (Hon); 2. David Mullen (Hon); 3. Dan Bernardino (Suz); 4. Stacy Skaggs (Hon); 5. Norm Schwartz (Hon).
JR VET BEG: 1. John Jackson (Kaw); 2. Greg Horning (Hon); 3. Lior Verner (Hon); 4. Todd Ailes (Hon).
JR VET NOV: 1. Kenny Safford (Kaw); 2. Rick Chainard (Hon); 3. David Williams (Suz); 4. George Pennington (Kaw).
JR VET INT: 1. Jack Kell (Hon); 2. Kevin Knox (Suz); 3. Steve Fernandez (Hon); 4. Jack Kellsh (Yam).
JR VET EX: 1. Jon Zahrt.
VET NOV: 1. Rob Robertson (Hon); 2. Tony Mason (Yam); 3. Bob Shimp (Suz); 4. Dale Tittlemier (Kaw); 5. Bob Wagner (Hon).
VET PRO: 1. Bob Kline (Hon); 2. Jim Sendelbach (Yam); 3. Richard Bunch (Kaw); 4. Alan Anderson (Yam).
VET EX: 1. Mike Webb (Suz).
VET INT: 1. Kenneth Renaux (Hon).
SR BEG: 1. Bill Weltman (Hon); 2. Larry Kirsch (Hon).

I-96 Speedway win to Randolph

By Grace DiBenedetto

LAKE ODESSA, MI, AUG. 24
Jeff Randolph scored the win in the 85cc class at I-96 Speedway.

After breaking down in the first heat, it was questionable whether Randolph would make it to the line for the final, but the 12-year-old wasn't about to let a mechanical malfunction top him.

Randolph, Bigelow, Scott Sargent and BJ Leach all blasted off the line in a cavalry charge for turn one. By the time the four settled into position on the back stretch, it was Bigelow out in front and Randolph taking up the chase. Randolph tried several takeover bids from the inside, but didn't succeed until the last corner.

Randolph repeated his victory in the 250cc final in a three way, wire-to-wire battle with Pat Towler and Kirk Wirick. No one gave up any ground as they raced three-abreast down the front stretch to the finish line. Randolph held the slight advantage and scored his second win of the night.

Doug O'Boyle out-manuevered Mark Wyskiel in the second Open Pro-Am heat. O'Boyle took over on lap three and held Wyskiel off to the flag. O'Boyle went after Pat Buchanan full throttle in the main. Buchanan won the first heat by a wide margin, but didn't have O'Boyle to contend with at the time. Buchanan's victory in the final wasn't as easy. Buchanan found himself fighting to regain the lead after O'Boyle drafted by him on lap two. Buchanan took the lead back the next time around, but O'Boyle wouldn't let him go. The two riders opened 10 bike lengths on the field by the finish. Jack Mayer finished third with Bob Knapp fighting off Mark Wyskiel in a run for the finish line.

Results

50: 1. K.C. Knodel (M-M); 2. Justin Humphries (Yam); 3. Trevor Holloway (Yam); 4. Rocky Hitchcock (Yam); 5. Dennis Cornell (Hon).
65: 1. Mike Forro (Kaw); 2. Trevor Holloway (Kaw); 3. Frankie Hitchcock (Kaw); 4. Billy Humphries (Kaw); 5. K.C. Knodel (Kaw).
85: 1. Jeff Randolph (Kaw); 2. Bryan Bigelow (Kaw); 3. Scott Sargent (Kaw); 4. B.J. Leach (Kaw); 5. Frankie Hitchcock (Kaw).
TW: 1. Dave Kolenda (H-D); 2. Kirk Wirick (Yam); 3. Tim Hazen (H-D); 4. Merlyn Wertz (Tri); 5. John Kolenda (H-D).
200: 1. Bryan Bigelow (Yam); 2. Jason Sentell (Kaw); 3. Jarimia Becker (Kaw); 4. Kurt Marmor (Yam); 5. Don Rutledge (Kaw).
250: 1. Jeff Randolph (Yam); 2. Pat Towler (Yam); 3. Kirk Wirick (Kaw); 4. Kirby Rayment (Kaw); 5. Bill Phare (Hon).
250 DTX: 1. Robert Gignac (Hon); 2. Danny Cross (Yam); 3. Mark Hitchcock (Suz); 4. Mike Randolph (Yam); 5. Tim Crall (Yam).
OPEN: 1. Randy Friars (Hon); 2. Rick Gunby (H-D); 3. Rob Williams (H-D); 4. Dan Crawford (Rtx); 5. Dave Knapp (H-D).
400: 1. Paul Wackerle (KTM); 2. Dan Diener (Bul); 3. Nelson Pearson (Yam); 4. John Love (Suz); 5. Mike Putnum (Yam).
500 B: 1. Brian Borgman (Yam); 2. Mike Warner (H-D); 3. Matt Schoonover (H-D): 4. Travis Molesworth (W-R); 5. Robert Lill (Hon).
500 A: 1. Steve Glasgow (W-R); 2. Mike Dickerson (Hon); 3. Gene O'Boyle (Hon); 4. Steve Wellman (Hon).
500 DTX: 1. Ken Springsteen (Yam); 2. Stan Prapotnik (Kaw); 3. Tony Van Wert (Yam).
SR 40+: 1. Rick Gunby (H-D): 2. Gene O'Boyle (Hon); 3. Don Bannerman (Mat); 4. Rocky Watson (Hon); 5. Dan Crawford (Rtx).
VET 30-39: 1. Dave Kolenda (H-D); 2. Randy Friars (Hon); 3. David Knapp (H-D); 4. Ken McConnell (Hon); 5. Mike Babka (Yam).
VINT: 1. Jerry Sulek (Tri); 2. David Valiket (BSA): 3. Nelson Pearson (Yam); 4. Kerry Klug (BSA): 5. David Hale (Tri).
PRO-AM OPEN: 1. Pat Buchanan (H-D): 2. Doug O'Boyle (H-D): 3. Jack Mayer Jr.; 4. Mark Wyskiel (Hon); 5. Robert Knapp (H-D).
PRO-AM 500: 1. Ron Forstner (Hon); 2. Rodney Mashue (Hon); 3. Jack Mayer (H-D): 4. Brent Armbruster (H-D): 5. Steve Glasgow (W-R).
COMBO: 1. Dave Kolenda (H-D): 2. Pat Buchanan (H-D): 3. Doug O'Boyle (H-D); 4. Jack Mayer (H-D); 5. Mark Wyskiel (Hon).
SDCAR: 1. David Scofield/Mark Fryer (Yam); 2. Don Rutledge/Don Burgess (Kaw); 3. Robert Garbutt/Barry Marshall (Kaw); 4. Bob Fryer/James Hurst (Hon); 5. Doug Foust/Dennis Foust (Yam).
OPEN SDCAR: 1. Don Rutledge/Carl Cornell (Hon); 2. Todd Cunningham/Pam Cunningham; 3. Dean Howard/Doug Foust (Yam); 4. Mark Fryer/James Gourlan (Yam); 5. Joe Manor/Tim Fairland (Yam).

Larsen lands IMS Speedway win

By M. Sober

SAN BERNARDINO, CA, AUG. 28
Josh Larsen showed the Speedway veterans the fast way around the eighth-mile Inland Motor Speedway oval, winning the Scratch main event in handy fashion. In the Handicap main, Walt Farnum captured his first main event win of the season.

At the start of the Handicap main, Farnum pulled into the front position as the field entered the first turn. Beinert and Aden followed Farnum, settling into second and third. Driving up behind the leaders was the lone 40 yard rider in this event, Scott Brant. Directly behind Brant was Mike Faria and Josh Larsen. While Beinert and Aden blocked Faria and Brant, Farnum established a decent lead. As Farnum increased his advantage, Brant, Faria and Larsen were attempting to use the outside to move up. Farnum tired near the end of the event, traveling wide in the last turn, but he had enough of a lead to hold on to the victory. Beinert maintained his second place position, just ahead of Brant, who moved under Aden in the last lap to claim third place. Fourth, fifth and sixth went to Aden, Faria and Larsen in that order. Unfortunately for Farnum, his race didn't end at the checkered flag, as he and Eddie Castro tangled in turn one of the cool down lap. Neither rider was injured.

Josh Larsen drove his Russell Racing/Prime Ticket/Event Technical/Sunshine Carpet/Cirello Racing/Bobby Schwartz/NJK-backed GM to an impressive Scratch main win. Starting against that crash wall in gate four, Larson got a timely start and rolled into turn one just inches ahead of pole-sitter Brant and gate two contestant Schwartz. For three laps, Brant hounded Larsen on the inside, while Schwartz tried to close down the gap. Collins was also frustrated in his attempts to make up yardage on the leaders, as he fell further back attempting to move up on the outside. Larsen held on for the win, with second going to Brant, who held off the efforts of third place finisher Schwartz. Collins rounded out the field in fourth place.

Results

SCRATCH: 1. Josh Larsen (GM); 2. Scott Brant (Jaw); 3. Bobby Schwartz (GM); 4. Phil Collins (Wes).
HDCP: 1. Walt Farnum (Jaw); 2. Tony Beinert (Wes); 3. Scott Brant (Jaw); 4. John Aden (Jaw); 5. Mike Faria (GM).
SDCAR: 1. Kenny McIntyre/Les Ketcham; 2. Joe Petraglovic/Alan Bilger; 3. Steve Stanton/Tom Tufts; 4. Parke Weaver/Ernst Kueng.

Hall dominates in Memphis RR

By Brent Plummer

MILLINGTON, TN, SEPT. 1
Once again, Kurt Hall walked away with all the cash. The situation was the same as so many other tracks around the country. Hall arrived with a pair of Suzuki GSXRs, one a black and purple 750, and one a familiar blue and white colored 1100. Both are set up for Superstock racing, and kept immaculately clean. Come Sunday, Hall sparks them up, gets on, and rides one race on each. Then he leaves $1000 richer, his pockets full with Suzuki contingency money.

In the B Superstock event an expected close race between Hall, Michael Martin, Bruce Baldus, and Tray Batey did not materialize. Hall left everyone behind from the very beginning, leaving his Hammer teammate Martin to wallow in second all alone. Hall 'N Still teammates Baldus and Batey followed Martin home in third and fourth, respectively.

The A Superstock event was marginally different. This time Hall led off the line, and the first two laps, but then Martin drafted past down the front straight, outbraking Hall into turn one. Hall returned the favor on the fifth lap, and put the same drafting move on Martin, regaining the lead into turn one. From there Hall held on, passing the finish line in the first spot, and collecting another $500 for his efforts. Baldus again outlasted Batey, though the two were swapping back and forth throughout the race.

Martin went on to totally dominate A Superbike, and Batey successfully defended his B Production number one plate.

Brad Sawyer made the journey up from Texas to race his ultra trick Carbon-Carbon Advanced Technologies/RADD-sponored Yamaha TZ250, and race he did. Sawyer decimated the Formula 2 field, winning with ease, and outlasted the Formula One field to win, uncontested at the end.

Results

F-2 Two EX: 1. Brad Sawyer; 2. Paul Black; 3. Pat Chandler.
F-2 NOV: 1. Pete Baymiller; 2. Max Autry; 3. Jed Davis; 4. Mitch Lakey; 5. Donnie Linn.
B S/BK EX: 1. Franklin Knight; 2. Pete Martins; 3. David McGrath; 4. Jack Dupree; 5. James White.
B S/BK NOV: 1. Chris Jentsen; 2. Brett Johnson; 3. Chris Lumpkin; 4. Warren Greenlee; 5. Edwardo Munoz.
D S/BK EX: 1. Jeff Covington; 2. Ted Waldorf; 3. Paul Black; 4. John Sommer; 5. Greg Alt.
D S/BK NOV: 1. Max Autry; 2. John Dibiase; 3. Mitch Lakey; 4. Russ Townsend; 5. Jed Davis.
A S/BK EX: 1. Michael Martin; 2. David McGrath; 3. Pete Martins; 4. Jeff Wood; 5. Kieth Badger.
A S/BK NOV: 1. Chris Jentsen; 2. Brett Johnston; 3. Chris Lumpkin; 4. Jim Nipper; 5. Jim Frisbee.
C S/BK EX: 1. Franklin Knight; 2. Billy Eisenacher; 3. Jack Dupree; 4. Mike Reed; 5. Jeb Bridgeman.
C S/BK NOV: 1. Stacy Vanhoy; 2. Steve Moser; 3. Scott Pruitt; 4. Drew Lincoln; 5. Kris Badger.
CLBMN EX: 1. Eric Falt; 2. Paul Wright; 3. Daniel Gillespie; 4. Ed Bruner.
CLBMN NOV: 1. John Creel; 2. Jack Macallister; 3. Jason Sanders; 4. Charles Lewis; 5. Jesse Black.
A S/STK EX: 1. Kurt Hall; 2. Michael Martin; 3. Bruce Baldus; 4. Tray Batey; 5. Pete Martins.
FORMULA OPEN: 1. Brad Sawyer; 2. Jeff Wood; 3. Steve Davison; 4. Greg Alt; 5. David Cantrell.
B PROD EX: 1. Tray Batey; 2. Jeb Bridgeman; 3. Eric Falt; 4. Robert Bates; 5. Doug Simmons.
B PROD NOV: 1. Jim Nipper; 2. Edwardo Munoz; 3. Warren Greenlee; 4. Steve Moser; 5. Stacy Vanhoy.
B S/STK EX: 1. Kurt Hall; 2. Michael Martin; 3. Bruce Baldus; 4. Tray Batey; 5. David McGrath.
D PROD EX: 1. Jeff Covington; 2. Jon Sommer; 3. David Townsend.
D PROD NOV: 1. Max Autry; 2. Jed Davis; 3. Robert Marsh; 4. John Dibiase; 5. Kelley Worth.
F-3 EX: 1. Kevin Murray; 2. Ralph Farmer; 3. Eric Falt; 4. Ed Bruner; 5. David Weatherhead.
F-3 NOV: 1 Jason Sanders; 2. Fer Appel; 3. Ken Thomas.
A PROD EX: 1. Tray Batey; 2. Jeb Bridgeman; 3. Chris Seller; 4. Robert Bates.
A PROD NOV: 1. Jim Nipper; 2. Edwardo Munoz; 3. Jim Frisbee; 4. Warren Greenlee; 5. Paul Delia.
C PROD EX: 1. Jeb Bridgeman; 2. Eric Falt; 3. Robert Bates; 4. Doug Simmons; 5. Chris Seller.
C PROD NOV: 1. Steve Moser; 2. Scott Pruitt; 3. Brian Jones; 4. Jim Frisbee; 5. Steven Wiegand.
C S/STK: 1. Mike Reed; 2. Billy Eisenacher; 3. Patrick Harris; 4. Chuck Honeycutt; 5. Ken Pruitt

Verboom victorious at Cycleland Motocross

By Michael Rich

CHICO, CA, AUG. 30
Chris Verboom charged to a two-moto sweep of the combined 250cc Novice/Junior class at the final round of the Sinisalo Summer Series at Cycleland Speedway.

When the gate dropped for the first moto, Bryon Parsons powered into the lead with Tom Gonzales close behind. As the riders came to the front straight for the first time, Jerry Douglas jumped past Gonzales for second. Within half a lap, Verboom was also able to make the pass and secure third. By lap four, Parsons had built what looked to be an insurmountable lead, but fell, going into the back straight, allowing both Douglas and Verboom by. On the next lap, Verboom made his move for the lead over a tabletop jump. He pulled even with Douglas and was able to stuff him in the upcoming turn. Douglas, however, refused to give up the position. The two riders battled side-by-side to the finish with Verboom getting the nod by half a wheel. Rick Benson finished third.

As the pack rounded the first turn in the second moto, it was Verboom charging to the front with Parsons and Ty Spooner close behind. Douglas got tangled in the gate and started in last place. Verboom quickly separated himself from his pursuers and put it on cruise-control to the finish. Meanwhile, Douglas was working his way through a crowded field in attempt to catch the leaders. His race came to an end, however, when he tangled bars with Gonzales in a dispute over fourth place. Both riders went down with Douglas requiring medical assistance. He was later able to make it off the track under his own power. At the line, Verboom took his second win while Parsons finished second.

In the Mini class race, Justin Brown gave a riding clinic as he moved away from the rest of the pack in each moto to win by a wide margin. Nathan Peterson hit it lucky as his main competition for second overall and first in the Novice class, crashed in the second moto while leading. Josh Fisher came home third.

Results

P/W: 1. Eric Nye (Yam); 2. Amanda Lahr (Yam); 3. Dan Fowler (Yam); 4. Brandon Boyd (Yam).
60 NOV: 1. Chris McAvoy (Kaw); 2. Steve Shimizu (Kaw); 3. Eric Hagen (Hon).
60 JR: 1. Nikki Harris (Hon); 2. Evan Laughridge (Kaw).
MINI NOV: 1. Nathan Peterson (Kaw); 2. Josh Fisher (Suz); 3. Jerrad Fisher (Kaw); 4. Andy Kopping (Kaw).
MINI JR: 1. Justin Brown (Suz).
125 NOV: 1. Jess Pimenlel (Suz); 2. Justin Brown (Yam); 3. Harold Sack (Yam); 4. Darryl Wahl (Hon).
125 JR: 1. Michael Rich (Suz); 2. Darrin Pierce (Yam).
250 NOV: 1. Rick Benson (Hon); 2. Tom Gonzales (Suz); 3. Vic Hagen (Hon).
250 JR: 1. Chris Verboom (Hon); 2. Bryon Parsons (Hon).
OPEN NOV: 1. Mike Sage (Hon).
OPEN JR: 1. Brian Snow (Hon).
INT: 1. Casey Johnson (Kaw).

Bower, Gurga ace Royal Mountain Motocross

By Carla Nelson

CAROGA LAKE, NY, AUG. 25
Chris Bower and John Gurga won both motos in their respective classes at Royal Mountain's Genesse Cup Trophy Day. Extra trophies were awarded in all the Amateur classes, and over 270 riders attacked the rough, hilly, track which is located at a ski area.

Ed Downing led the start of the first Senior Expert moto with Gurga, Kim Martin and Mike Murray running three abreast behind him. Martin tucked underneath both Gurga and Downing at the bottom of the first downhill to take the lead. Gurga also made his way past Downing before the group headed for the big uphill section. When the riders came back into view, Gurga had the lead, Martin was in second with Downing a close third. On lap two, Murray put on a charge which moved him past Martin and Downing and into second. By this time Gurga was well ahead with a five-second lead. Murray couldn't close the gap and settled for second. Halfway through the moto, Martin faded to fifth behind Downing and Jerry Newby, who was just a bike length away from passing Downing at the finish line.

Newby and Downing each led briefly in moto two, but Murray attacked earlier this race and took the lead before half of a lap was completed. Gurga was mired in traffic and had to work his way forward. After a lap he was in second and quickly closing on Murray, then he was in the lead before the lap was complete. Gurga won the moto again with a five second lead. Murray finished second, five seconds ahead of Newby, Martin and Downing.

Robert Brown and Chris Bower were the dominant riders in the 125cc Amateur class. Brown led race one with Bower right behind him as Chris Duda was a few seconds back in third, comfortably ahead of the pack. By lap three, Brown was leading by seven seconds, but in the next lap Bower had cut that gap to only four seconds. Brown went down in a turn on the uphill, giving the lead and win to Bower. Brown remounted in time to finish second. Duda was third, ahead of hard-charging Rich Daly, who had started midpack and moved up to finish fourth.

In moto two, Brown again grabbed the lead, with Bower close behind. Brown had a two-second lead at the midpoint of the moto, but Bower closed the gap, knowing he needed the win for the overall. Bower quickly passed Brown once he caught him and scored the win. Brown took another second, well ahead of Daly. D.J. Dalrymple, Dan Ballard and Duda rounded out the top five finishers.

Results

50: 1. Justin Murray; 2. Lonny Thurston Jr.; 3. Corbin Douglas; 4. Anthony Renda.
JR MINI: 1. Paul Bradley; 2. Jason Fox; 3. Mike Dougherty Jr.; 4. Bradley Fischer.
SR MINI NOV: 1. Jason Cossey; 2. David Clark; 3. Dennis Clark; 4. Vince Crowley; 5. James Cramer Jr.
SR MINI: 1. Jeff McMahon; 2. Michael Bissell Jr.; 3. Robert Gregg; 4. Robert Young; 5. Jason Ricci.
SCHBY: 1. Eric Reilly; 2. Robert Brown Jr.; 3. Anthony Pavia; 4. Gregg Frutchey; 5. Michael Frisch.
+25 AM: 1. Joe Szczepanski; 2. Stephen Brand; 3. John Niles; 4. Gary Chase; 5. Joe Popp.
+25 EX: 1. Greg Nelson; 2. Tim Lariviere; 3. Brian Stickles; 4. Doug Fleming; 5. Ed Downing.
SR AM: 1. Stephen Brand; 2. Joe Popp; 3. Kevin Amo; 4. Fred Palma; 5. Steve Haskell.
SR EX: 1. John Gurga; 2. Mike Murray; 3. Jarrett Newby; 4. Ed Downing; 4. Kim Martin.

Brian Call (4) beat Corky Maughan in the 250cc Expert class at Buzzards MX.

S/SR: 1. Jim Smith; 2. Leon Whaley; 3. John Grady; 4. Richard Bradley; 5. T. Sellar.
200 NOV: 1. Dan Linen Jr.; 2. Ed Connor; 3. Dan Cusack; 4. Chris Passage; 5. Steven Rourke.
125 AM: 1. Chris Bower; 2. Robert Brown Jr.; 3. Rich Daly; 4. Chris Duda; 5. D.J. Dalrymple.
125 EX: 1. Rob Nessel; 2. Bruce Stratton; 3. Greg Nelson; 4. Larry Maxerll; 5. Eric Reilly.
250 AM: 1. Nick Vanpraag; 2. Daniel Ballard; 3. Brian Croft; 4. Jeff Rugar; 5. Adam Butler.
250 EX: 1. Bruce Stratton; 2. Tom Rice; 3. John Gurga; 4. Dennis Baldwin; 5. Paul Grimaldi.
OPEN NOV: 1. Nathan Sanford; 2. Daniel Marshall; 3. David Goyer; 4. Fred Muhlberger; 5. Paul Peterson.
OPEN AM: 1. Kurt Spoonogle; 2. Joe Szezepanski; 3. George Austin; 4. Tom Tutt; 5. Jeff Simmons.
OPEN EX: 1. Mike Murray; 2. Mike Dougherty; 3. Jarrett Newby; 4. William Cheney; 5. Mario Darpino.
VINT: 1. Brian Stickles; 2. Ken Titus; 3. David Goyer; 4. Jeff Lantz; 5. Jim Allen.

Call conquers Buzzards MX

By Dale Bohm

SALT LAKE CITY, UT, AUG. 25
High Country Sales/Yoko-backed Suzuki rider Brian Call was the star of the first-ever Great Salt Lake MX, held at Saltair Speedway. Call was perfect, scoring double moto wins in both the 125 and 250cc Expert classes to take home the lion's share of the Expert purse. The course was constructed on the shores of the Great Salt Lake, and featured many supercross-style obstacles to challenge the riders. The Buzzards MC hosted the event, and did a fine job of conducting the races.

In the first 250cc Expert moto, Call blasted into the lead, followed by Chad Wallwork, Corky Maughan and Vice Lucero. Maughan was on the gas, and moved by Wallwork and Call to gain the lead. A fierce battle erupted between the two Suzuki pilots, with Call reclaiming the lead on lap five. Lucero worked by Wallwork for third, while Maughan and Marlo Painter set their sights on Wallwork.

Up front, Call and Maughan were putting on a show, with Call holding off Maughan for the win. Lucero claimed third, while a dog fight developed between Wallwork, Maughan and Painter. Wallwork barely held on to finish fourth, while Painter moved by Chance for fifth.

Moto two was all Call, as he grabbed the lead and went wire-to-wire for the win. Maughan ran second for a lap, before Wallwork passed him for second. Lurking in fourth was Lucero, with Corky Maughan nipping at his heels. Lucero and Corky Maughan blew by Chance Maughan and Wallwork, but Call was already enjoying a huge lead. Corky Maughan worked past Lucero late in the race. The finishing order read: Call, Corky Maughan, Lucero, Chance Maughan and Painter.

In 125cc Expert action, Call grabbed the lead over Dustin Headman, Chance Maughan and Corky Maughan. Headman shot by Call for first, while Corky Maughan worked on little brother, Chance Maughan for third. Call battled with Headman for the lead until Headman went down. Call scored the win ahead of Corky Maughan, Chance Maughan, Headman and Dan Carne.

In second moto action, Call was the holeshot king. Dustin Headman and Corky Maughan followed in hot pursuit. Corky Maughan quickly shot by Headman and went after Call. Headman had his hands full with Painter. Painter worked by Headman and set his sights on Corky Maughan.

Up front, Call and Corky Maughan were at it tooth-and-nail until lap four, when Call started to pull away. Painter worked his way up to Corky Maughan and got by on the final lap for second. Call won, followed by Painter, Corky Maughan, Chance Maughan and Dustin Headman.

Results

P/W: 1. Josh Jensen (Yam); 2. John Yeagle (Yam); 3. Tyler Centini (Yam).

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LOCAL EVENTS

Johnny Leach (28) leads Mark Parks (10) and Bobby Dody under the Perris lights.

Clint Pilgrim (81) rounds Muddy Creek's first turn ahead of Craig Kinley (100), Jamie Asbury (102), Cletis Greene (26) and the rest of the 250cc C field.

50 STK: 1. Chauncey Call (Yam); 2. Chad Nelson (Yam); 3. Chase Nelson (Yam).
60 A: 1. Bart Abbott (Hon).
60 B: 1. Adam Miner (Hon); 2. Brandon Centini (Kaw); 3. Josh Mayer (Hon).
80 NOV 7-11: 1. Bart Abbott (Hon); 2. Jon Diel (Suz); 3. Brandon Centini (Kaw).
80 NOV 12-16: 1. Jason Lords (Kaw); 2. Jacob Rukavia (Kaw); 3. Joe Cardell (Hon).
125 BEG: 1. Scott Strasburg (Yam); 2. Brian Ashurst (Hon); 3. Chris Joslin (Hon).
125 NOV: 1. Bryan Walker (Kaw); 2. Ryan Coats (Suz); 3. Ryker Smith (Kaw).
250 NOV: 1. Bryan Walker (Kaw): 2. Lamar Rasmussen (Hon); 3. Richie Gainer (Suz).
OVER 30 NOV: 1. Tom Justesen (Yam); 2. Robert Loader (Yam); 3. Kerry Chartier (Yam).
OVER 25 NOV: 1. Andy Harvel (Kaw); 2. Mike Harrison (Yam); 3. Brock Judd (Hon).
OPEN NOV: 1. Roger Perry (Hon); 2. Robin Mozingo (Yam); 3. James Bixler (Yam).
80 AM: 1. David Anderson (Hon); 2. Jacob Clark (Kaw); 3. Aaron DeRose (Kaw).
80 EX: 1. Dustin Headman (Hon); 2. Jeremy Diel (Suz); 3. Kipp Posey (Hon).
125 AM: 1. Russ Anderson (Hon); 2. Nelson Lucero (Kaw); 3. Beau Riddle (Suz).
125 EX: 1. Brian Call (Suz); 2. Corky Maughan (Suz); 3. Chance Maughan (Suz).
250 AM: 1. Andy Munson (Hon); 2. Steve Hutchings (Suz); 3. Bill Phelps (Yam).
250 EX: 1. Brian Call (Suz); 2. Corky Maughan (Suz); 3. Vince Lucero (Hon).
OPEN EX: 1. Mark Lundgreen.
OVER 30 EX: 1. Randy Yates (Hon); 2. Dan Lechtenberg (Kaw); 3. Dale Bohm (Yam).
OVER 25 EX: 1. Scott Nielson.
OVER 25 AM: 1. Scott Hansen (Suz); 2. Rhett Greenhalgh (Kaw); 3. Steve Lundgreen (KTM).

Gardner sweeps Utah GP

By Jim Billingsley

SALT LAKE CITY, UT, AUG. 18

Christian Gardner returned to his home town of Salt Lake City to dominate both races of the inaugural Utah Grand Prix. Gardner led the 35-bike field for every lap except one during the two 12-lap races.

The USBA-sanctioned race, run under AMA/CCS class structure, was a support race for the AIS (American IndyCar Series) Grand Prix. The event was a big success, treating an estimated 1200 spectators to the best of both car and motorcycle racing.

A rain shower wet most of the 1.4-mile track for the first of the two legs, and Gardner and his Gold Hill Yamaha FZR750RR led into turn one. Tad Goimarac, aboard a Kawasaki ZX7 shod with slick tires, was second when he crashed hard on the exit of turn nine. His bike bounced into the pack of pursuers and two others went down. A full-course yellow and a pace car took to the track, but a decision was made to stop the race as the rain continued.

On the restart, eventual second-place finisher Shane Turpin led before giving way to Gardner, who held on for the win. Tony Johnson, riding a Honda of Bountiful-backed Honda CBR600 F2 finished third ahead of Richard Purcell's Suzuki GSXR750.

The second leg saw Gardner switch to a slick rear tire, but he didn't have time to replace the grooved front tire. The grooved front didn't seem to affect him, however, as he led from flag to flag. Turpin pushed his Yamaha FZR1000 in an effort to match Gardner's fast one-minute, three-second lap times, and he crashed in turn two on the 11th lap.

In the final corner on the last lap, FZR1000-mounted Tyler Brinkman made the pass of his life, squeaking by the Suzuki GSXR750 of Kit Farley to take second in the Unlimited class.

The top finishers in each of the three classes split up almost $2500 in prize money provided by the USBA.

Results

UNLTD GP: 1. Christian Gardner; 2. Tyler Brinkman; 3. Kit Farley; 4. Gary Lewis; 5. Steve Pratt.
M/W GP: 1. Tony Johnson; 2. Damon Carr; 3. Haven First; 4. Ted Polevoy; 5. Travis Hawkins.
L/W GP: 1. Aaron Lanningham; 2. Jim Billingsley; 3. Ben Behunin; 4. Nick Polevoy; 5. Stefan Fielding-Issacs.

Battista best at Perris Night MX

By Tony Alessi

PERRIS, CA, AUG. 24

Mike Battista finally found the elusive win he had been seeking when he scored his first overall victory in the 125cc Novice class during the GFI "Win a Truck" Night Series held at Perris Raceway.

"This week I changed my training schedule from daily riding to jogging and mountain bike riding," Battista said before the racing began. "I haven't been on my bike since last weekend and I feel ready to race."

Jason Caufield got the ball rolling at the start of the first moto with Eric Seeley, Raymond Bowers and Battista behind. Seeley kept pinned to Caufield's back tire and the two riders pulled away. Battista dogged Bowers for third and eventually slipped past near the halfway point. Battista turned up the wick on the remaining laps and reeled in Seeley and leader Caufield. Seeley began to ride in a defensive manner as Battista knocked on the door in every turn. Seeley slipped and fell as Battista squirted to second. When the checkered flag waved, Caufield won followed by Battista, Bowers and hard-charging Max Nelson, who came up from nearly last place.

Seeley shot to the front at the start of the second moto with Bowers and Nelson in tow. Battista and Caufield were stuck in the gate and were nearly 10 seconds behind the leaders. Nelson was quick to displace Bowers and set sail for Seeley, who enjoyed a marginal lead.

Battista was on fire and began to rip through the pack, emerging in fourth by the halfway mark. Battista first bounced Bowers out of third, then cut under Nelson in a turn to assume second. Battista breathed fire down the jersey of leader Seeley and forced him to falter. Battista made the pass and pulled away for the second moto victory and his first-ever overall win at Perris in the 125cc Novice class.

Mark Stroup used the advantage of his big 500cc Honda to win the first Vet Novice moto while Tommy Brackens charged through the pack to finish second in front of Garey Chaidez and Frank Villa.

Brackens started better in the second moto and quickly passed all the novices, and then to the disbelief of many, Brackens passed the entire field of Vet Intermediate class riders who were combined with the novices. Stroup finished second but was nowhere near Brackens at the finish.

Results

50 FIRST TIMER: 1. Tyson Talkington (Yam); 2. Scott Simon (Yam); 3. Michael Hale (Hon); 4. David Speight (Yam); 5. Sean Morin (Yam).
50 STK D-1: 1. Vance Freeman (Yam); 2. Heather Matthews (Yam).
50 STK D-2: 1. Davey Freeman; 2. Daniel Sears (Yam); 3. Kit Konnth (Yam); 4. Derrick McClintock (Yam).
50 MOD: 1. Vance Freeman (Yam); 2. Heather Matthews (Yam).
60 9-11: 1. Mike Meadows (Kaw).
XR 80 ADULT: 1. Tim Hoole (Hon); 2. John Dean (Yam).
BIG WHL: 1. Dennis Turner (Kaw); 2. Zac Hybbert (Kaw).
80 BEG D-1: 1. Todd Wilkins (Hon); 2. Eric Anderson (Kaw); 3. Danny Baron (Kaw); 4. Ryan Wilkins (Hon); 5. David Eychaner (Suz).
80 BEG D-2: 1. Ceasar Galvez (Suz); 2. Chad Norton (Kaw); 3. Butch Gabriel (Suz); 4. Chad Defries (Kaw); 5. Toby Lopez (Yam).
80 NOV: 1. Dean Van Riper (Kaw); 2. Samuel Davie (Hon); 3. Mike Davis (Kaw); 4. David Hughes (Kaw); 5. Miles Chisholm (Hon).
125 BEG D-1: 1. Sal Ugarte (Kaw); 2. Chris Repp (Kaw); 3. Dean Van Riper (Kaw); 4. David Loftin (Suz); 5. Ryan Sampson (Hon).
125 BEG D-2: 1. Erik Carter (Kaw); 2. Kickin Bill (Kaw); 3. John Banacci (Suz); 4. Tom Banacci (Suz); 5. Samuel Davis (Hon).
125 NOV: 1. Mike Battista (Suz); 2. Max Nelson (Yam); 3. Jason Caufield (Suz); 4. Raymond Bowers (Kaw); 5. Eric Seeley (Kaw).
125 INT: 1. E.J. Wright (Suz); 2. Randy Danylo (Kaw).
125 PRO: 1. Ray Hensley (Suz); 2. Charlie Flippen (Hon).
250 BEG: 1. Blaine Towe (Yam); 2. Andy Kyler (Hon); 3. Robert Gonzalez (Suz); 4. Mark Reyes (Kaw); 5. Gary Harada (Suz).
250 NOV: 1. Bobby Hubbard (Suz); 2. Beingesser (Yam); 3. Tony Alessi (Yam); 4. Jim Henn (Yam); 5. Robert Briggs (Yam).
250 INT: 1. Danny Seyler (Hon); 2. Brett Stubbs (Kaw); 3. Bill Haney (Hon).
250 PRO: 1. Greg Pierle (Kaw).
500 BEG: 1. John Sain (Hon); 2. Grey Verduso (Hon); 3. Dean Brown (Hon); 4. Keith Harris (Hon); 5. Greg Mazzio (Yam).
500 NOV: 1. Bill Handal (Kaw); 2. Randy Paulin (Hon); 3. Robocop (Hon); 4. Richard Gailey (Hon).
500 PRO: 1. Craig Canoy (Hon).
25-29 BEG: 1. Jeff Henderson (Hon); 2. George Moore (Hon); 3. Gary Harada (Suz); 4. Glenn Delatorre (Suz); 5. John Sain (Hon).
25-29 NOV: 1. L.C. Soto (Kaw); 2. Joe Bagnasco (Kaw); 3. Ben Barnhart (Suz); 4. Todd Gould (Hon); 5. Frank Villa (Suz).
25-29 INT: 1. David Lynch (Hon); 2. Randy Danylo (Kaw).
VET NOV: 1. Tommy Brackens (Kaw); 2. Robocop (Hon); 3. Gary Chanldez (Suz); 4. Bill Handal (Kaw); 5. Frank Villa (Suz).
VET INT: 1. Jeff Eary (Hon); 2. David Lynch (Hon); 3. Bill Haney (Hon); 4. Randy Skinner (Suz).
OT 40+: 1. W.G. Wilson (Suz); 2. Tony Rocovits (Yam).

Hayes hurt, but wins Muddy Creek Motocross

By Barbara and Loren Williams

BLOUNTVILLE, TN, AUG. 25

Kirk Hayes aced four motos during round 12 of the Pizza Plus/Citgo-backed AMA Southeastern Regional MX Championships MegaSeries at Muddy Creek Raceway — with a broken leg! As the 15-race series builds to the finish, the contenders get more serious and are apt to do some strange things.

Jim's Motorcycle Sales of Johnson City/Bluff City Marble-backed Hayes, the points leader in the Enduro and Four-Stroke classes, said, "It doesn't even have a real cast on it, just this wrap around thing with Velcro to fasten it. But Jeff Lane isn't very far behind me, so I'll get out there and just do well enough to maintain my points lead."

Just "well enough?" Hayes smoked both classes, acing all four motos, and in all cases was well on his way to catching the front-runners in the classes that had been stagger-started ahead of his own. Lane finished runner-up to Hayes and wondered, "What kind of vitamins does Kirk take? He's just as hard to catch as when he's healthy."

Jim's MC Sales/Shoei/Answer/Tsubaki/Pro Circuit-backed Mike Brown also proved hard to catch as he gave demonstrations in each of the four A class motos. From gate drop to flag furl, Brown was out front, leading every lap to take home all the marbles. The Gray, Tennessee, rider also solidified his position as MegaSeries leader in the 125cc A class and pulled to within 25 points of 250cc A class leader Billy Cox, who could only finish fifth overall.

Bare Bros.-backed Brian Hess brilliantly captured the 250cc C class overall win with double aces and took over the MegaSeries points lead from Kenneth Bailey. Hess is also the points leader for the 10-race Virginia State Hare Scrambles Series Championship this year, with three races to go.

"I've been riding in the woods for a long time," says Hess, "and earlier this year I heard about the MegaSeries, so I decided to try motocross. Since I'd never done it before, they told me to ride the C class. I'm doing pretty well, I guess, but I don't think they'll let me ride the C class next year."

Results

50: 1. Jason Bault (Yam); 2. Chad Hampton (Yam); 3. Greg Bergen (Yam); 4. Jeffrey Fields (Yam); 5. Allen Russell (Yam).
60: 1. Josh Scott (Kaw); 2. David Roach (Kaw); 3. Damian Headrick (Kaw); 4. Dusty Tindall (Kaw); 5. Ryan Calhoun (Kaw).
JR MINI 7-11: 1. Jon Boruff (Suz); 2. Paul Justus (Kaw); 3. Josh Scott (Suz); 4. Jason Welshan (Kaw); 5. Thomas Epps (Suz).
SR MINI 12-15: 1. Jimmy Briggs (Kaw); 2. Andrew Wilson (Kaw); 3. Brent Lough (Suz); 4. Mark Brunck (Hon); 5. Scott Russell (Kaw).
SCHBY 12-15: 1. Patrick Greer (Hon); 2. Greg Nelson (Suz); 3. Kevin Mills (Hon); 4. Curtis Perry (Kaw); 5. Paige Hilliard (Hon).
ENDR: 1. Kirk Hayes (Suz); 2. Chad Mullins (Yam); 3. Mark Thompson (Suz); 4. Chris Roberts (Yam); 5. Ernest Ward (Kaw).
125 A: 1. Mike Brown (Hon); 2. Jim Neese (Kaw); 3. Jim Chester (Suz); 4. Manul Arnold (Kaw); 5. Jerry Smith (Hon).
125 B: 1. Stevy Wyatt (Kaw); 2. Chad Pitt (Hon); 3. Patrick Greer (Hon); 4. John Brunck (Hon); 5. Tim Hodock (Hon).
125 C: 1. Leslie Belcher (Hon); 2. Clint Pilgrim (Kaw); 3. T.J. Hodock (Hon); 4. Timothy Elrod (Suz); 5. Travis Taylor (Yam).
125 NON-CURRENT: 1. Ryan McCann (Kaw); 2. Bobby Rhoads (Hon); 3. Jeff Wilson (Kaw); 4. Michael Arrington (Kaw); 5. Greg Hawkins (Hon).
250 A: 1. Mike Brown (Hon); 2. Chad Lough (Hon); 3. Jim Neese (Kaw); 4. Jim Chester (Suz); 5. Billy Cox (Suz).
250 B: 1. Mike Keller (Hon); 2. Kevin Cozadd (Hon); 3. Curtis Urps (Kaw); 4. Jay Hayes (Hon); 5. Edward Santuk (Hon).
250 C: 1. Brian Hess (Kaw); 2. Clint Pilgrim (Kaw); 3. Kenneth Bailey (Hon); 4. Harold Hines (Yam); 5. Don Crisp (Hon).
250 NON-CURRENT: 1. Eric Pinson (KTM); 2. Dewayne Fender (Yam); 3. Tim Julian (Kaw); 4. Danny Eller (Kaw); 5. Kevin Hill (Yam).
OPEN AM: 1. Chris Shortridge (Kaw); 2. Ray Boruff (Hon); 3. Eric Pinson (KTM); 4. David Farris (KTM); 5. Benny Durrough (KTM).
4-STRK MC: 1. Kirk Hayes (Suz); 2. Jeff Lane (Suz); 3. George Galloway (Hon); 4. William Howerton (ATK).
U/L AM: 1. Jay Hayes (Hon); 2. Mike Keller (Hon); 3. Mike Nutter (Yam); 4. Grady Jones (Hus); 5. Curtis Urps (Kaw).
25+ A: 1. Grant Wood (Suz); 2. Larry Harrison (Suz); 3. Kevin Austin (Suz).
25+ B: 1. Doug Mohr (Kaw); 2. Bobby Gilbert (Kaw); 3. Edward Santuk (Hon); 4. Mike Litz (Kaw); 5. Kevin Kasey (Hon).
25+ C: 1. Mark Thompson (Suz); 2. Chris Rose (Kaw); 3. Barry Harvey (Suz); 4. Anthony Runion (Kaw); 5. David Weston (Yam).
30+ A: 1. Larry Harrison (Suz); 2. David Farris (KTM); 3. Eddie Branch (Kaw); 4. J.B. Fletcher (Suz).
30+ B: 1. Allen Lunsford (Hon); 2. Kevin Kasey (Hon); 3. John Grant (Hon); 4. Johnny Gibson (Hon); 5. Gene Hodge (Kaw).
30+ C: 1. Tiger Maxfield (Suz); 2. Rick Cooper (Kaw); 3. Chris Rash (Kaw); 4. Johnny Rasar (Kaw); 5. Tim Julian (Kaw).
S/SR: 1. Johnny Gibson (Hon); 2. Danny Eller (Kaw); 3. Howard Bennett (Suz); 4. Gordon Jones (Hus); 5. Steve Young (M).

Maxwell rounds up Outlaw Grand Prix win

By David A. Procida

ADELANTO, CA, AUG. 18

Bob Maxwell, aboard a Hemet Cycle Center Honda, powered his way to the overall win in the California Club's Outlaw Gran Prix held just outside the desert town of Adelanto.

When the flag dropped to start the combined Expert/Intermediate class riders, Maxwell led the pack into turn one with vet intermediate Charlie Strong hot on his tail. Strong pulled a wheel length ahead as they headed into a turn, Maxwell shut off to avoid a collision and the chase was on down the long, whooped-out, fifth-gear straightaway. Chris Lieker was holding off the first vet expert, C.R. Brunson, and intermediate Gene Dickinson completed the top five riders.

Maxwell chased Strong down in the back section of the course and made his pass on a short straight. Once in the lead, Maxwell was not to be headed and almost immediately began to open up daylight between himself and the pack. Seeing the leader pulling away fired up Dickinson and he quickly disposed of Brunson and made use of the long straightaway to get by Leiker. Brunson used a high line in the gully doubles to fly past Leiker and was still leading the Expert class, but company was not far off.

Tracy Hrach, who had suffered a midpack start, had been battling his way through the field and was now closing quickly on the leaders.

At this point in the race, Strong began to suffer from extreme cramps and retired from the competition, while up front, Maxwell was making his way through lapped traffic as Dickson was whittling away at the gap between first and second.

By the 30-minute mark, Maxwell had pulled to a comfortable lead with Dickinson running a distant second while Leiker held down third. But between Dickinson and Leiker a battle for the expert lead was taking place.

Brunson was using up every available inch of track in an attempt to hold off Hrach, but with two laps remaining Heath countered Brunson's attempts by going under him in the back section and once in the Expert class lead held on for the remaining lap for the class win. William Saltzman ran a consistent third and rounded out the top three finishers.

But grabbing the gold in the Vet Intermediate ranks as well as the overall win was Maxwell. Dickinson cruised in for second with Leiker, Russell Reilly and Ron Malone rounding out the top five.

Results

60 BEG 9-11: 1. Michael Young; 2. Jason Larkin; 3. Eugene Hernandez; 4. Ben Stulke.
80 BEG: 1. Cliff Cook; 2. Brit Jackson; 3. Jacob Machousky; 4. Butch Gabriel; 5. Dennis Woodard.
80 NOV; 1. Chris Neitzel; 2. Bryan Carrillo.
80 INT:1. Scott Johnson.
JR VET EX: 1. Mike Shoemaker; 2. Dave Donatoni.
JR VET INT: 1. Jack Kell; 2. Mike Edmonds.
JR VET NOV: 1. Paul Zelinsky; 2. Larry Peacock; 3. Larry Cherry; 4. Martin Ansorge; 5. Bobby Hunt.
JR VET BEG: 1. Randy Lipple; 2. Fred Jamieson; 3. Roger Kaz; 4. Ron Garcia; 5. Ron Malone (Hon).
VET EX: 1. Tracy Hrach; 2. C.R. Brunson; 3. Wm. Saltzman; 4. John Pack.
VET INT:1. Bob Maxwell; 2. Gene Dickinson; 3. Chris Leiker; 4. Russell Reilly.
VET NOV: 1. Rod Robertson; 2. Randy Striklin; 3. Gary Songstad; 4. Randy Lester; 5. Louis Springer.
VET BEG: 1. Randy Lippie; 2. Jack Roth; 3. Warren Brown; 4. Blair Risnes; 5. Mike Jervey.
SR EX: 1. John Huegel.
SR INT: 1. Bob Dunham; 2. Robert Linville (Suz).
SR BEG: 1. Dennis Patterson; 2. Larry Kirsch.
500 PRO: 1. Mike Shoemaker.
250 PRO: 1. Tim Winslow; 2. Ken Neitzel.
500 INT: 1. Will Dickson.
250 INT: 1. Owen Dickson.
125 INT: 1. Tracy Asher.
250 NOV: 1. Bill Paul; 2. Mike Aldrich; 3. Andy Nesko.
125 NOV: 1. Roy Bremenour; 2. Tom McLaughlin; 3. Kevin O'Brien; 4. Fred Ogrim; 5. Jim Buntin.
500 BEG: 1. Dal Trubey JR.
250 BEG: 1. Mark Avalos; 2. Michael Goodale.
125 BEG: 1. Phil Messenger; 2. Randy Lippie; 3. Scott Minster; 4. Rob Chapin; 5. Steve Errea.
VINT INT: 1. John Lundgren; 2. Ken Greene; 3. Gary Egoff; 4. Hugh Blacka; 5. Kelly Coly.
VINT NOV: 1. Mark Jervey; 2. Phil Zellmer; 3. Myron Lapka.
IRMN: 1. Will Dickson; 2. Blair Risnes.
TEAM: 1. Jon Zahrt/Wayne Zahrt; 2. Owen Dickson/Tom McLaughlin.
80 TEAM: 1. Rick Elrod/Danny Woodard; 2. Brian Carrillo/Chris Neitzel; 3. Austin Prian/Joel Hughes.

Carlson shines at LACR MX

By Tony Alessi

PALMDALE, CA, AUG. 18
Garey Carlson used consistent finishes to score the 125cc Novice win at California Racing Club's day motocross at Los Angeles County Raceway.

Chris Buntin slid into the lead at the start of the first moto and rode in a nervous fashion during the opening laps as Carlson quickly moved up from a fifth-place start. Frankie Villegas held second place briefly until Carlson wildly wipped his Kawasaki inside to take over the position. By the third lap Carlson swept by Buntin to assume the lead. Carlson went on for the moto win while Buntin faded to an eventual eighth at the finish. Loren Jenkins made a charge from out of the top five to second in front of hard-charging Ryan Spaeth, who came from outside of the top 10.

Spaeth nailed the second moto holeshot with Carlson, Villegas and Jenkins in tow. Spaeth and Carlson quickly left the pack behind and engaged in a private battle for the lead. The two riders swapped positions a number of times, but it was Spaeth who was stronger at the finish as he grabbed the win. Carlson finished second which was good enough for the overall victory.

A large number of Vintage class riders showed up to test their machines against the demanding track. Both motos were run early in the day so that all riders were exposed to the best conditions for the old bikes. Brock Suter screamed his Can-Am to a pair of moto wins in a convincing manner. John Lundgren topped the rest of the field with a clean pair of second place finishes. Ron Aldrich, Michael Grove and Steve Dunlap all battled for third with Aldrich scoring the position by virtue of his more consistent finishes.

Results

P/W B-1: 1. Johnathon Magee (Yam).
P/W B-2: 1. Timothy Buntin (Yam); 2. Stevo Cisar (Yam); 3. Trevor Ryan (Yam); 4. Anthony Barbacovi (Yam); 5. Darrick Hendrikz (Yam).
P/W MOD: 1. Cody Elrod (Yam); 2. Joseph Neitzel (Yam).
60 0-8: 1. Caile Noble (Kaw).
60 9-11: 1. Tyson Tittlemier (Kaw).
80 9-11: 1. Jason Webb (Kaw); 2. Chris Honneld (Kaw); 3. Brent Lancaster (Kaw); 4. Justin Robinson (Kaw); 5. Curtis Parker (Yam).
80 BEG: 1. Todd Bartlett (Kaw); 2. Kyle Frazier (Suz); 3. Audtin Prian (Kaw); 4. James Mooney (Suz); 5. Brian McCormick (Hon).
80 NOV: 1. Rick Elrod (Kaw); 2. Kenneth Reed (Kaw); 3. Bryan Carrillo (Kaw); 4. Chris Neitzel (Kaw); 5. Danny Woodard (Kaw).
BIG WHL: 1. Tyson Lanfield.
125 BEG: 1. Scott Reed Jr. (Kaw); 2. Paul Gilmartin (Kaw); 3. Adrian Leon (Suz); 4. Cameron Davidson (Kaw); 5. Tommy Phillips (Kaw).
125 NOV: 1. Carey Carlson (Kaw); 2. Ryan Spaeth (Kaw0; 3. Loren Jenkins (Hon); 4. Frankie Villegas (Suz); 5. Jon Izworski (Suz).
125 INT: 1. Jason Simmons (Kaw).
125 PRO: 1. Jeff Barbacovi (Yam); 2. Ken Neitzel (Kaw).
250 BEG: 1. Todd Alden (Kaw); 2. Sean Medeiros (Yam); 3. Paul Lamb (Yam); 4. Craig Godshall; 5. Scott Reed Jr. (Kaw).
250 NOV: 1. C.T. Watanabe (Yam); 2. Billy Paul (Suz); 3. Brian Hill (Yam); 4. Ron Sharp (Yam).
250 INT: 1. Owen Dickson (Kaw); 2. Jason Simmons (Kaw).
250 PRO: 1. Bryan Nelson (Hon).
500 BEG: 1. Patrick Wade (Kaw).
500 NOV: 1. Ron Wade (Kaw).
500 INT: 1. Will Dickson (Hon); 2. Frank Betcher (Hon).
500 PRO: 1. Tim Telford.
JR VET NOV: 1. Tim McAdams (Kaw); 2. David Williams (Suz); 3. Randy Wysocki (Kaw).
JR VET INT: 1. Jack Kell (Hon); 2. Frank Betcher (Hon).
VET BEG: 1. Dan Tanner (Kaw); 2. Mike Jervey (Yam); 3. Max Selzer (Yam); 4. David Mullen (Hon); 5. Dennis Brown (Kaw).
VET NOV: 1. Ron Sharp (Yam); 2. Scott Curtis (Hon); 3. David Kaiser (Suz); 4. Eddie Hatch (Kaw); 5. Alex Spinelli (Yam).
VET INT: 1. Charlie Strong (Hon); 2. Tip Webb (Yam).
VET EX: 1. Greg Keim (Yam); 2. C.R. Brunson (Yam); 3. Scott Walker Jr. (Hon).
VINT NOV: 1. Jerry Toomey (Hon).
VINT INT: 1. Brock Suter (C-A); 2. John Lundren (Bul); 3. Michael Grove (Kaw); 4. Steve Dunlap (Hon).
VINT EX: 1. Tim Nash (Hon).

Graves in the groove at Willow Springs Road Race

By Eric Vincent

ROSAMOND, CA, AUG. 16-18
Chuck Graves demonstrated why he is the Miller High-Life Formula One Champion by easily winning that event at the eighth round of American Road Racing Association competition at Willow Springs International Raceway.

Graves wasted no time in taking the lead on his Michelin-shod Suzuki GSXR1100 and didn't look back. Nick Ienatsch grabbed second on his Del Amo Yamaha-sponsored TZ250 and held off the big-bore bikes of Robert Miller and Bruce Tebo for several laps before Tebo began to challenge for second at the start of lap three.

A familiar pattern developed in which Tebo, on his Dunlop-shod Suzuki GSXR1100, would pass Ienatsch on the front straight, but would be out-manuevered by the TZ250 rider in the first few turns. This kept up for several laps until Ienatsch took over second place and Tebo was unable to successfully repass him. The remainder of the race saw the top three spots remain unchanged as Graves took the win followed by Ienatsch and Tebo.

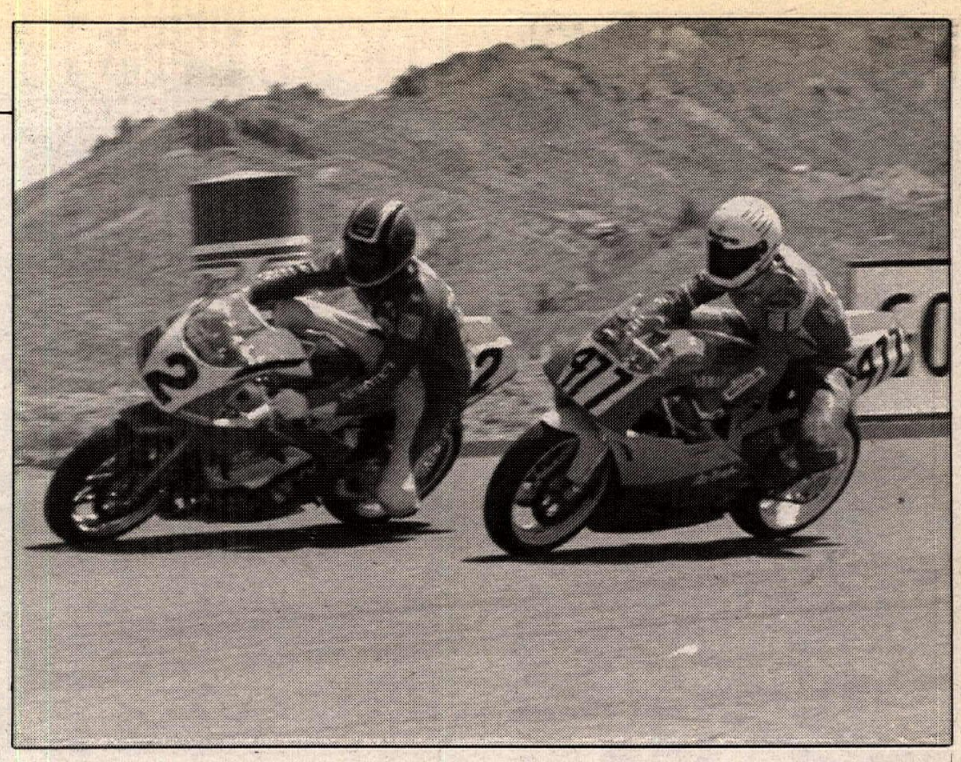
In the Formula Two event, Ienatsch grabbed the early lead and rapidly opened up a gap between himself and a fierce battle for second between Andy Milton, Michael Graves and Kent Kunitsugu. Riding side-by-side down the front straight to complete the first lap, it was Kunitsugu, riding his Long Beach Yamaha-sponsored TZ250, who came out in front going into turn one. Milton moved into third with Graves fourth.

Although Ienatsch and Kunitsugu have participated in some impressive racing duels in the past, it didn't happen in this race as Kunitsugu, despite closing the gap on Ienatsch, wasn't able to mount a serious challenge for the lead. Milton and Graves traded the third place spot several times during the race and were side-by-side approaching the checkered flag. Graves held on, however, and finished third behind Ienatsch and Kunitsugu.

Graves won another race in the 750cc Stock Production class and seemed headed for a third win during the Open Modified Production event. However, a blown steering damper put him in second place behind Brad Hazen.

Results

0-500 NOV: 1. Brent Vanderberg (Yam); 2. Donald Babb (H-D); 3. Mitsuharu Ota (Yam); 4. Jens Haerter (Yam); 5. Takanobu Kitau (Yam).
501-699 NOV: 1. Reed Domingo (Yam); 2. Brent Vandenberg (Yam); 3. Will Higgs (Hon); 4. John Reardon (Yam); 5. Randall Vancil (Suz).
700-OPEN NOV: 1. Jeff Rohn (Kaw); 2. Kenneth Downie (Suz); 3. Tim Kelly (Kaw); 4. Michael Hipke (Suz); 5. Tomas Garcia-Morted (Suz).
OPEN S/ST: 1. Bruce Tebo (Suz); 2. Jim Van Vegten (Yam); 3. David Claborn (Suz); 4. Bruce Batson (Suz); 5. Brian Sasaki (Kaw).
400 S/ST: 1. Willie Burr (Yam); 2. Ritchie Thorup (Yam); 3. Michael Montoya (Yam); 4. John Iacobucci (Yam); 5. Hiroshi Nakajima (Yam).
500 S/ST: 1. Andy Milton (Yam); 2. David Frankenbach (Yam); 3. Nick St. Laurent (Hon); 4. Daniel Equihua (Yam); 5. Frank Aragaki (Yam).
600 S/ST: 1. Kent Kunitsugu (Suz); 2. Ross Hahn (Yam); 3. Tom Aquino (Yam); 4. Ritchie Thorup (Yam); 5. Dana Sadlon (Yam).
750 S/ST: 1. Kenny Kopecky (Suz); 2. Miles Mothershead (Suz); 3. Bruce Batson (Suz); 4. Brian Sasaki (Kaw); 5. Tony Mathews (Hon).
F-2: 1. Nick Ienatsch (Yam); 2. Kent Kunitsugu (Suz); 3.Michael Graves (Suz); 4. Andy Milton (Yam); 5. Scott Conaway (Yam).
600 MOD PROD: 1. Ritchie Thorup (Yam); 2. Tom Aquino (Yam); 3. Andy Milton (Yam); 4. Dana Sadlon (Yam); 5. Kevin McCooey (Yam).
400 MOD PROD: 1. Ritchie Thorup (Yam); 2. Michael Montoya (Yam); 3. Hiroshi Nakajima (Yam); 4. John Iacobucci (Yam); 5. James Randolph (Yam).
500 MOD PROD: 1. Jerry Jirkovsky (Kaw); 2. David Wolf (Hon); 3. Stephen Bartell (Kaw); 4. Ron Ringsrud (Yam); 5. Jodi Alcalay (Kaw).
F-SGL: 1. Andy Milton (Yam); 2. Nick St. Laurent (Hon); 3. Trevor Dunne (Gil); 4. Rick Thompson (Yam); 5. Kirk Thompson (Yam).
F-1: 1. Charles Graves (Suz); 2. Nick Ienatsch (Yam); 3. Bruce Tebo (Suz); 4. Brad Hazen (Yam); 5. Michael Graves (Suz).
BOTT H/W: 1. Kiyo Watanabe (Hon); 2. Mick Ofield (Duc); 3. Charles Burnett (Hon); 4. Mark Cruz (Duc); 5. Trevor Dunne (Gil).
BOTT L/W: 1. Nick St. Laurent (Hon); 2. Nigel Gale; 3. Jerry Jirkovsky (Kaw); 4. Ted Kapner (Hon); 5. Stephen Bartell (Kaw).
600 SGL: 1. Kirk Thompson (Yam); 2. Carl Legaspi (Hon); 3. Marc Field (Nor); 4. John Nielson (Yam); 5. Ron Ringsrud (Yam).



Michael Graves (477) dives under Andy Milton entering a Willow Springs corner.

C.T. Watanabe (173) chases a pair of riders on his way to the 250cc Novice class victory during Los Angeles County Raceway race action.

750 MOD PROD: 1. Charles Graves (Suz); 2. David Deveau (Suz); 3. Jason Pridmore (Suz); 4. Jeff Wells (Suz); 5. Bruce Batson (Suz).
500 SGL: 1. Trevor Dunne (Gil); 2. Carl Legaspi (Hon); 3. Scott Fabbro (Asc); 4. Bill Fennessy (Yam); 5. Eric Sherrer (Hon).
F-3: 1. Daniel Bond; 2. Earl Smith (Fen).
OPEN MOD PROD: 1. Brad Hazen (Suz); 2. Charles Graves (Suz); 3. David Deveau (Suz); 4. Jim Van Vegten (Yam); 5. Kenny Kopecky (Suz).
500 STK PROD: 1. Ritchie Thorup (Yam); 2. Hiroshi Nakajima (Yam); 3. Willie Burr (Yam); 4. James Randolph (Yam); 5. Brian Garbellini (Yam).
VINT TW: 1. Mick Ofield (Duc); 2. A.E. Morrison (Yam); 3. Bill Fennessy (Yam); 4. Ken Canaga (Nor); 5. Scott Fabbro (Asc).
600 STK PROD: 1. Ritchie Thorup (Yam); 2. Dana Sadlon (Yam); 3. Mark McDonald (Yam); 4. Kevin McCooey (Yam); 5. Jeffery Barton (Yam).
750 STK PROD: 1. Jim Van Vegten (Yam); 2. Kenny Kopecky (Suz); 3. Rick Kovacs (Suz); 4. D. Klaus Groeger (Hon); 5. Jerry Carlson (Suz).

Schroeder takes Carlsbad ST

By Greg Booth

CARLSBAD, CA, AUG. 17
Rick Schroeder nipped Loren Bjorkman at the checkered flag to score the Open Expert main event win at Carlsbad Short Track.

Schroeder won the first heat, and Skip Cristy topped the second heat. When the green flag dropped in the main, Bjorkman stoled the holeshot, followed closely by Schroeder. Bjorkman held the lead through lap 15, with Schroeder waiting for an opening that came on the last lap. Going into turn three, Bjorkman and Schroeder were lapping a rider, and Bjorkman was forced low. Schroeder got a good drive out of turn four and beat Bjorkman to the checkered flag by a wheel.

Thaddeus Tolstrup nearly upset Open Junior Summer Series points leader, Dave Pelton. Tolstrup got the holeshot in the Junior main, and led Pelton until lap eight, when Pelton passed him between turns one and two, and went on for the win. Peter Mayforth worked his way up from a poor start to finish third.

Results

OPEN EX: 1. Rick Schroeder (Suz); 2. Loren Bjorkman (Yam); 3. Jim Kesler (H-D); 4. Louis Manuel (Yam); 5. Skip Cristy (Yam).
250 EX: 1. Mark Ledbetter (Kaw); 2. Dave Pelton (Kaw); 3. Mark Aragon (C-A); 4. Louis Manuel (Yam); 5. Tom Clark (Yam).
OPEN VET: 1. Rich Schroeder (Suz); 2. Skip Cristy (Yam); 3. Keith Lynas (Yam).
OPEN JR: 1. Dave Pelton (Hon); 2. Thaddeus Tolstrup (Yam); 3. Pete Mayforth (Yam); 4. James Rust (Yam); 5. Brian Cassidy (Yam).
250 JR: 1. Joseph Roberts (Yam); 2. Bret Bemis (Yam); 3. Bob Suhajda (Yam); 4. Danny Perez (Yam); 5. John Francisco (Yam).

Barton sails to Southwick Motocross victory

By Daryl Nuese

SOUTHWICK, MA, AUG. 25
Patrick Barton carved his way around the sandy Southwick course to capture overall wins in both 125 and 250cc Pro class action at the MX338 event. With $1,154,020 up for grabs in factory contingencies for New England Sports Committee competition this year, New England race fans have been seeing their share of exciting racing and the Southwich round was no exception.

When the gate dropped for the first 20-minute plus two-laps 250cc Pro moto, Manchester Honda rider William Dzielak grabbed the holeshot and was closely followed by Barton. At the midway point of the moto, Barton blazed by Dzielak on the back straight. Barton never looked back until he grabbed the checkered flag several laps later. Dzielak eventually fell off the pace and finished sixth, opening the door for David Antonnuci and DGY's Doug Henry to slip by and secure second and third, respectively. Joe Waddington, riding a Suzuki for the Bettencourt dealership, rode hard and turned his midpack start to a fourth-place finish.

In the second moto, Tony Lorusso roosted his Glastonbury Yamaha to the front of the pack off the gate, setting a blistering pace for the first 18 minutes of the moto. Only seconds behind Lorusso were Kurt McMillan, aboard a Factory Connection/Spectro/Bieffe-sponsored Honda and Mike Treadwall, riding a Fox/FMF Suzuki. These three riders were in a race of their own, consistently pulling away from the rest of the pack each lap while putting on a sensational show for the spectators that lined the track. It looked as if Lorusso had the win in his pocket until he stalled with a few laps to go, allowing McMillan to cruise on to the victory. Treadwell was in close pursuit, capitalizing on Lorusso's misfortune to earn the runner-up position. Lorusso quickly regained control and was able to salvage a third-place finish from an otherwise perfect performance. Henry powered his Yamaha to fourth, while Barton rode hard but never was able to get within

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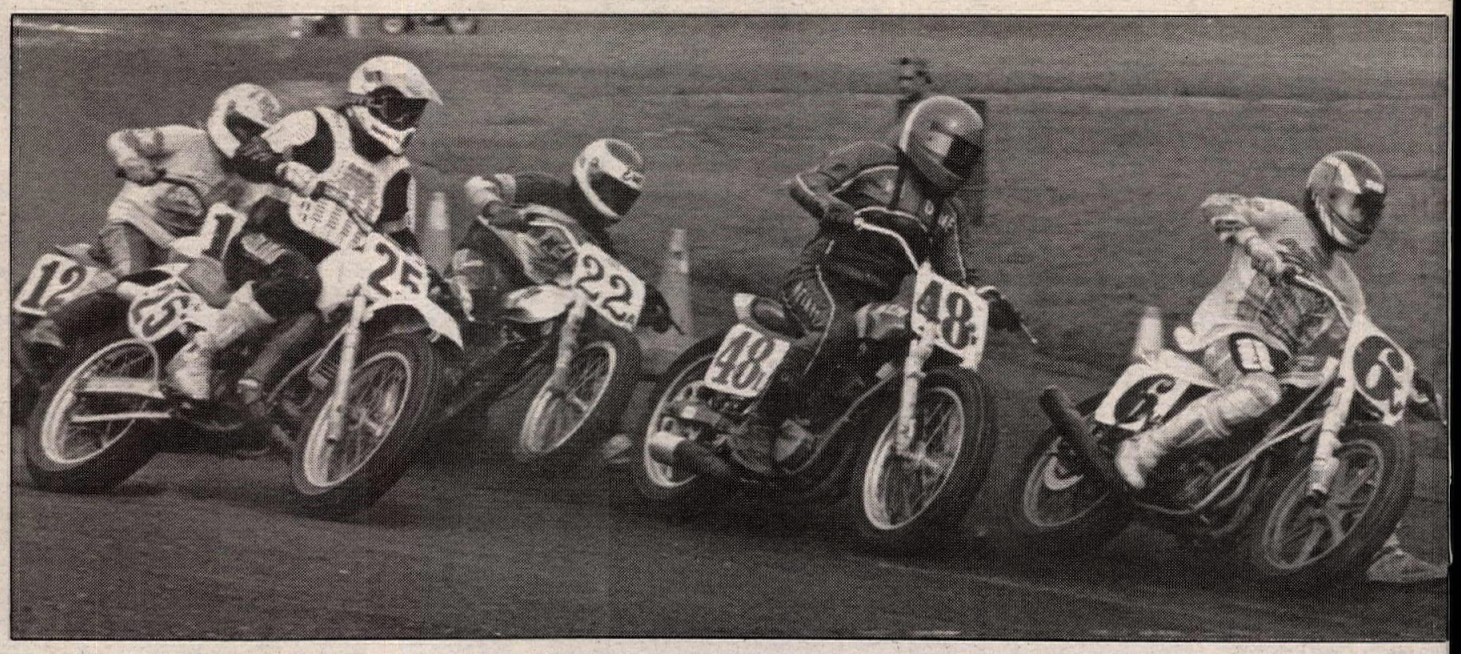
LOCAL EVENTS



Kevin Varnes (6) stayed out in front of the Open A pack on the Pine Grove TT course to score the victory.

attack range of the front-runners. Barton's eventual fifth place showing was, however, good enough for the overall victory.

In 125cc Pro action, Barton controlled the action where he finished second in moto one behind Henry and led from start to finish in moto two.

Results

250 PRO: 1. Pat Barton (Suz); 2. Doug Henry (Yam); 3. Tony Lorusso (Yam); 4. Kurt McMillan (Hon); 5. Mike Treadwell (Suz).
125 PRO: 1. Pat Barton (Suz); 2. Doug Henry (Yam); 3. William Dzielak (Hon); 4. Scott Carter (Suz); 5. Joe Waddington (Suz).

Wasnea walks off with LACR Motocross win

By Tony Alessi

PALMDALE, CA, AUG. 16

Aaron Wasnea put together 3-1 moto finishes to score the overall victory in the 125cc Novice class during the California Racing Club's night motocross at Los Angeles County Raceway.

Steve Corteville was quick to put his Honda to the front of the pack at the start of the first moto. Marc Lippert moved to second trailed by Mike Little and Garey Carlson. Carlson was flying and shredded to the lead by the third lap, and stayed there despite a few out-of-control moments to secure the win. Corteville rode smoothly in second to the finish, while Wasnea charged from seventh to third. Mark Allen finished fourth as Little faded back to sixth at the finish behind Lippert.

Corteville shot out front again to start moto two with Little and Wasnea trading second a couple of times before Wasnea took control of the position. As Wasnea worked on Corteville for the lead, Carlson began to put the pressure on Allen for fourth. Wasnea wasted little time passing Corteville on the third lap, then pulled away to the moto win. Little and Corteville battled bar-to-bar for the remainder of the race with Corteville securing second after a contact pass near the end of the moto. Carlson passed Allen in a series of double jumps but seized his Kawasaki late in the moto, handing fourth to Allen.

Wayne Zahrt battled throughout both 125cc Beginner class motos with Randy Lippie. Lippie controlled the starts while Zahrt had a handle on the finishes, scoring both moto victories over second-place Lippie. Steve Smith and Wayne Parks mixed it up for third with Smith getting the nod.

Wayne's brother John smoked Scott Stearns and the rest of the 25-29 Expert class riders with a pair of undisputed moto victories, while Jim Holly rode a special four-stroke Suzuki DR350 to a pair of moto victories in the Vet Pro class, topping Bob Kline and Richard Bunch.

Results

P/W A: 1. Scott Howe (Yam); 2. Daryl Ecklund (Yam); 3. James Thompson (Yam).
P/W B: 1. John Simanovich (Yam); 2. Chris Epper (Yam); 3. Timothy Buntin (Yam); 4. Stevo Cisar (Yam); 5. Charles Ogden (Yam).
P/W MOD: 1. Johner Faulkner (DMC); 2. Sandy Theys (Yam).
P/W B-2: 1. Donnie Durker (Yam); 2. Adam Herpy (Yam); 3. Bud Fullmer (Yam); 4. Christopher Norr (Yam); 5. Sean Collier (Suz).
60 0-8: 1. Cale Nobel (Kaw); 2. Johner Faulkner (DMC); 3. Scott Howe (Kaw).
60 9-11: 1. Jason Larkin (Kaw); 2. Tanya Faulkner (DMC).
80 BEG: 1. Steve Cormier (Kaw); 2. John Slaby (Yam); 3. Kris Fulmore (Suz); 4. Michael Collier Jr. (Kaw); 5. Saul Canizales (Kaw).
80 9-11: 1. Matt Tittlemier (Kaw); 2. Jason Larkins (Kaw); 3. Marshall Lipps (Kaw).
80 NOV: 1. Shaun Fortier (Suz); 2. Jason Fonseca (Hon); 3. Bobby Killian (KTM); 4. Aaron Bomgardner (KX).
80 INT: 1. Jay Theys (Suz).
BIG WHL: 1. Paul Rex (Kaw).
125 BEG: 1. Wayne Zahrt (Hon); 2. Randy Lippie (Suz); 3. Steve Smith (Kaw); 4. Wayne Parks (Yam).
125 NOV: 1. Aaron Wasnea (Kaw); 2. Steve Corteville (Hon); 3. Mark Allen (Kaw); 4. Mike Little (Tre); 5. Garey Carlson (Kaw).
125 INT: 1. Jason Melton (Kaw).
125 PRO: 1. Jeff Barbacovi (Yam); 2. Chris Radzinski (Tre); 3. Troy Welty (Suz).
250 BEG D-1: 1. Steven Strauser (Yam); 2. Mike Kicitra (Suz); 3. John Valko (Hon); 4. Brian Fuhrmann (Hon); 5. Mike Knudson (Hon).
250 BEG D-2: 1. Todd Alden (Kaw); 2. Sean Medeiros (Yam); 3. Nic Rositani (Hon); 4. Brian Alsobrook (Yam); 5. Chris Ray (Hon).
250 NOV: 1. Joe Haman (Hon); 2. Mike Little (Tre); 3. Billy Paul (Sux); 4. Matt Knudson (Hon); 5. Bob Wood (Hon).
250 INT: 1. Ryan Vonlossberg (Suz); 2. Tracy Asher (Suz); 3. Erik Lindstrom (Hon).
250 PRO: 1. Andy Ellis (Suz).
500 BEG: 1. Jeff Mitchell (Hon); 2. Troy Thurman (Hon); 3. Chris Nott (Hon).
500 NOV: 1. Corey Mitchell (Hon).
JR VET BEG: 1. Todd Ailes (Hon); 2. Randy Rhinehardt (Yam); 3. Greg Toney (Suz); 4. John Jackson (Kaw); 5. Greg Horning (Hon).
JR VET NOV: 1. Eric Harrison (Yam).
JR VET INT: 1. John Davies (Hon); 2. Jack Kell (Hon).
JR VET EX: 1. Jon Zahrt (Suz); 2. Scott Stearns (Hon).
VET BEG: 1. Dan Bernardinos (Suz); 2. Norm Schwartz (Hon); 3. Mike Jervey (Yam); 4. Robert Johnson (Suz); 5. Jon Albini (Yam).
VET NOV: 1. Tony Mason (Yam); 2. J.J. Murray (Hon); 3. Herbert Allen (Kaw); 4. Bob Shimp (Suz).
VET INT: 1. Jack Kell Sr. (Yam).
VET PRO: 1. Jim Holley (Mik); 2. Bob Kline (Hon); 3. Richard Bunch (Kaw); 4. Jim Sendelbach (Yam); 5. Terry Ducker (Kaw).

Faria fast at Speedway USA

By M. Sober

VICTORVILLE, CA, AUG. 24

Speedway National Champion Mike Faria survived a restart to post another Scratch main event victory at the San Bernardino County Fairgrounds. Also taking home a win was Colorado transplant Pat Litt, who won his first-ever California Handicap main.

Russell Racing-sponsored Faria was given two chances to win the Scratch main. The first chance found Faria mistiming the gate and getting beat off the start by Gary Hicks and Bobby Schwartz. But both Hicks and Schwartz went down in the first turn, brining out the red flag. There were no injuries and a full restart was staged.

The second time around Faria was ready and gained the advantage as the group of finalists hit the first turn. Schwartz was close behind Faria but was having trouble making up any ground on the National Champion. Larsen and Hicks were side by side just a couple of yards off Schwartz's shoulder, driving hard into the turns but failing to find enough traction to do much damage. On the final lap Hicks was able to sneak past Larsen to take over third place, while the win was tucked neatly into Faria's pocket with Schwartz bringing in the second place money.

Jim Estes led the charge to the first turn as the starting gate was activated, out-gating Rick Webb and Litt. Estes was unable to keep his rear tire on the blue groove as he exited turn two, drifted wide and was passed on the inside by Litt. Estes was quick to recover and managed to pull his bike back down onto the inside groove before Doug Bowers could pull ahead. Meanwhile, Andy Northrup was right behind Bowers and Estes, doggedly searching for a path past the low-yardage riders. With Estes and Bowers clogging up the track, Litt was free to unobstructedly build up a modest lead.

Midway through lap five, Webb laid his bike down into what was left of the outside cushion. Northrup took over third place on lap six as Bowers' bike quit and he rolled to the infield. Larsen moved up a notch but couldn't budge Northrup on the final two revolutions and had to settle for fourth place. Litt finished the event comfortably ahead of Estes, who despite his early mistake rode a good race to grab second place honors. Third place remained the property of Northrup.

Results

SCRATCH: 1. Mike Faria (Gdn); 2. Bobby Schwartz (Wes); 3. Gary Hicks (GM); 4. Josh Larsen (GM).
HDCP: 1. Pat Litt (Wes); 2. Jim Estes (Wes); 3. Andy Northrup (Wes); 4. Josh Larsen (GM); 5. Mike Faria (Gdn).
JR D-1: 1. Stephen Downing (Wes); 2. Hetah Hammonds (Wes); 3. Michael Hull (Wes); 4. Danny Bandfield (Wes).
JR D-2: 1. Amber Kossuth; 2. (TIE) Angela Hale/Brandon Mitchell; 4. Steve Magdziak; 5. Ryan Fisher.

Varnes victorious at Pine Grove TT

By Len Breech

PINE GROVE, PA, AUG. 18

Kevin Varnes beat Eric Sassaman in the Open final at the District 6-promoted TT held at Pine Grove.

In the 250cc final, Robert Miller took the lead at the start from Varnes, Joe Bromley and Sassaman. Sassaman moved into third as they came off the infield on the opening lap. On the fourth lap, Miller went a little high as he hit the second turn, letting Varnes into the lead, with Sassaman taking over second. Bromley got by Miller in the second turn on the sixth lap. Just after they took the white flag, Sassaman slipped under Varnes entering the first turn. Varnes slipped a little high, and Bromley got by before he regained his momentum. Sassaman scored the win, ahead of Bromley and Varnes.

At the start of the Open A final, Sassaman's Honda would not start and he then had to go with his brother's Yamaha, as he had already lent his backup Honda to Varnes. After three attempts, the final finally got underway. Varnes grabbed the lead from Phil Libhart, Sassaman and Joe Bromley. While Varnes pulled out to a 30-yard margin, Bromley got by Sassaman for third on the fourth lap. Sassaman rode the wheels off the old Yamaha, and retook third two laps later. Varnes scored one win, over Libhart and Sassaman.

While Todd Winsett and Kevin Miller both had easy wins in the 200 and 250cc B finals, Rick Hawk and Jack Franklin hooked in a battle in the 600cc B final. Hawk had his Zechman's Yamaha/Protofab-sponspored Yamaha in front of Franklin, Rich Eisinger and Todd Temple. Franklin took the lead as they came off the infield on the third lap, but Hawk retook it on the sixth lap. On the final lap, Franklin tried to retake the lead as they entered the first turn, but entered the turn too hot and fell.

Jimmy Owens scored the 55cc class win, but had pressure the entire way from Bill Stillwell. As they went around a lapped rider on the final lap, Stillwell pulled beside Owens, but Owens stayed in front to the end. CN

Results

55: 1. Jimmy Owens (Yam); 2. Billy Stillwell (Yam); 3. Scott Morrison (Yam); 4. Adam Gamble (Yam); 5. Justin Imbody (Yam).
65: 1. Benjamin Miller (Yam); 2. Jake Johnson (Kaw); 3. Billy Stillwell (Kaw); 4. Eric Hackman (Yam); 5. William Russell (Hon).
85 A: 1. Ricky Winsett (Suz); 2. John Winsett (Suz).
85 B: 1. Mike McKee (Kaw); 2. Tom Skethway (Hon); 3. Donald Miller (Yam); 4. Shane Harris (Yam); 5. Abe Washak (Yam).
200 B: 1. Todd Winsett (Hon); 2. Paul Lynch (Hon); 3. Eugen Melacheck (Yam); 4. Nick Arment (Suz).
250 B: 1. Kevin Miller (Suz); 2. Rich Eisinger (Hon); 3. Paul Lynch (Hon); 4. Ace Phillips (Mai).
250 A: 1. Eric Sassaman (Yam); 2. Joe Bromley (Suz); 3. Kevin Varnes (Yam); 4. Robert Miller (Yam); 5. Ken Hackman (Yam).
SR 30+: 1. Joe Heberling (Yam); 2. Luke Zechman (Yam); 3. Harold Brossman (Hon); 4. Mark Crosby (Hon); 5. Bruce Zimmerman (Hon).
OPEN B: 1. Rick Hawk (Yam); 2. Rich Eisinger (Hon); 3. Todd Temple (Hon); 4. Jeff Sassaman (Yam); 5. Bradley Barr (Yam).
SR 40+: 1. Luke Zechman (Yam); 2. Dennis Miller (Yam); 3. Wayne Franklin (Hon); 4. Ronald McGinnis (Yam); 5. Glen Miller (Cag).
OPEN A: 1. Kevin Varnes (Hon); 2. Phil Libhart (Yam); 3. Eric Sassaman (Yam); 4. Joe Bromley (Suz); 5. Dave Lesniak (Rtx).

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series
9/29 Shah Alam, Malaysia

World C'ship Superbike Road Race Series
9/15 Hockenheim, Germany
9/29 Magny Cours, France
10/6 Mugelio, Italy
10/19 Philip Island, Australia

World C'ship Endurance Road Race Series
9/22 LeCastellet, France
9/29 Donington Park, Great Britain
10/20 Philip Island, Australia

World C'ship Observed Trials Series
9/15 Nepomuk, Czechoslovakia

Motocross des Nations
9/15 Valkenswaard, Holland

Trial des Nations
9/22 Grosshaubach, Germany

AMA Grand Nat'l C'ship Camel Pro Series
9/15 San Jose, CA M
10/5 Pomona, CA HM
10/12 Sacramento, CA M
Info 614/891-2425

AMA Nat'l C'ship 125/500 MX Series
9/22 Binghamton, NY
9/29 Delmont, PA
10/6 Budds Creek, MD
10/13 New Berlin, NY
Info 614/891-2425

AMA 600 Nat'l C'ship Dirt Track Series
9/21 Castle Rock, WA TT
Info 614/891-2425

AMA Nat'l C'ship Road Race Series
10/4-6 College Station, TX
11/9-10 Miami, FL
Info 614/891-2425

AMA Nat'l C'ship Hillclimb Series
9/15 Freemansburg, PA
9/29 Jefferson, PA
10/13 Oregonia, OH
* All Star Invitational
Info 614/891-2425

AMA Nat'l C'ship Enduro Series
9/22 New Waverly, TX
10/13 Redding, CA
10/27 Bear, DE
11/3 Morrison, IL
* Tentative
Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series
9/29 Lynnville, IN
Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series
9/29 Wendover, UT
* Tentative
Info 614/891-2425

AMA/Wiseco/Yamaha/Yokohama Grand Nat'l Cross Country Series
9/22 Bunner Ridge, WV
10/6 Elkins, WV
10/20 Mt. Morris, PA
11/10 Greeneville, TN
Info 304/594-1157

AMA/CCS Pro/Am C'ship Road Race Series
Great Lakes Region
9/14-15 Grattan, MI
10/5-6 Grattan, MI
South Florida Region
9/21-22 W. Palm Beach, FL
10/27 W. Palm Beach, FL
12/15 W. Palm Beach, FL
Southeast Region
10/12-13 Talladega, AL
Mid Atlantic Region
9/14-15 Summit Point, WV
Midwest Region
10/5-6 Grattan, MI
Salt Lake Region
10/6 Bonneville, UT
Southwest Region
9/21-22 Chandler, AZ
10-/12-13 Las Vegas, NV
Mountain Region
9/14-15 Steamboat Springs, CO
9/28-29 Second Creek, CO
Finale
10/18-20 Daytona Beach, FL
Info 704/684-4297

AMA Nat'l Reliability Enduro Series
10/5 Minden, NV
Info 614/891-2425

AMA Mid-South C'ship Hare Scrambles Series
9/15 Centerville, TN
9/22 Greenville, TN
10/6 Memphis, TN
10/20 Cadiz, KY
11/3 Owensboro, KY
11/17 Eagle Creek, KY
12/15 Battleground, AL
1/5 Bremen, GA
2/2 Hurricane Mills, TN
2/16 Hohenwald, TN
2/23 Clarksville, TN
Info 615/331-1475

RACE Castrol Eastern Canada Road Race Challenge Series
9/27-29 Shannonville, Ont., CAN
Info 416/940-8873

WERA Pro/F-USA Road Race Series
9/20-22 W. Palm Beach, FL
10/30-11/3 Grand Nat'l Final
Suzuki Nat'l Cup Final
Braselton, GA
Info 803/681-9372

SBS/PM WERA Nat'l Endurance Road Race Series
9/14 Faulkville, GA
10/5 Clermont, IN
11/1 Braselton, GA
Info 803/681-WERA

WERA Regional C'ship Road Race Series
Northeast/Mid-Atlantic Region
9/28-29 Garrettsville, OH
10/12-13 Summit Point, WV
Southeast Region
9/14-15 Faulkville, GA
9/28-29 Talladega, AL
North Central Region
10/5-6 Clermont, IN
Mid Central Region
9/28-29 Talladega, AL
South Central Region
9/14-15 College Station, TX
10/12-13 Henderson, TX
Info 803/681-WERA

NESC C'ship MX Series
9/15 Middleboro, MA
9/22 C. Village, CT
9/29 Southwick, MA
10/6 Middleboro, MA
10/20 Southwick, MA
10/27 Middleboro, MA
11/3 Middleboro, MA
11/10 Middleboro, MA
Info 413/772-0685

NETRA C'ship Enduro Series
9/22 Adams, MA
9/29 W. Greenwich, RI
10/20 W. Warren, MA
11/3 Stafford, CT
12/1 Marlborough, CT
Info 203/875-5757

NETRA C'ship Hare Scrambles Series
9/15 N. Petersburg, NY
10/6 Fishouse, NY
Info 203/875-5757

NETRA Turkey Run Series
9/15 Otis, MA
10/6 Winchendon, MA
10/13 N. Conway, NH
10/20 Cape Cod, MA
10/27 Central Village, CT
11/17 Berlin, MA
11/24 Plympton, MA
Info 203/875-5757

ECEA Enduro Series
9/15 Shippensburg, PA
9/22 Brandonville, PA
9/29 W. Greenwich, RI
10/6 Greenbank, NJ
10/27 Bear, DE
11/10 Warren Grove, NJ
Info 609/893-7294

AHRMA Historic Cup Road Race Series
9/14 Steamboat Springs, CO
9/28 Braselton, GA
Info 715/842-9699

AHRMA Showcase Road Race Series
9/21-22 Rosamond, CA
Info 715/842-9699

AHRMA-West C'ship Road Race Series
9/14 Steamboat Springs, CO
9/21 Portland, OR
10/20 Sears Point, CA
Info 415/829-6091

AHRMA Vintage Iron Nat'l MX Series
9/13 Steamboat Springs, CO
Info 715/842-9699

AHRMA Vintage Trials Series
9/12 Steamboat Springs, CO
10/19-20 White City, IL
Info 609/426-4387

EVMR Vintage Motocross Series
9/15 Southwick, MA
9/21 Broome-Tioga, NY
10/20 Englishtown, NJ
Info 201/385-5595

NY State C'ship Hare Scrambles Series
9/29 Auburn, NY
10/27 South Edmonston, NY
Info 315/635-3396

CMA C'ship Supercross Series
9/14 Montreal, Quebec, CAN
Info 416/363-9035

VA C'ship Hare Scrambles Series
9/15 Middlebrook, VA
9/29 Martinsville, VA
10/13 Newport News, VA
11/3 Surry, VA
Info 703/980-0591

AMA Southeastern Regional C'ship MX Mega Series
9/15 Blountville, TN
9/29 Kingsport, TN
10/26-27 Blountville, TN
Info 615/323-5497

SERA C'ship Enduro Series
9/15 Birmingham, AL
9/29 Turkey Creek, MS
10/12 Saucier, MS
11/3 Maplesville, AL
Info 601/843-3251

SERA C'ship Hare Scrambles Series
10/20 Goodman, MS
Info 601/843-3251

AMA Florida State Gold Cup MX Series
9/22 Gainesville, FL
9/29 Reddick, FL
10/6 Dade City, FL
10/13 Ocala, FL
10/20 Cocoa, FL
10/27 Gainesville, FL
Info 813/822-8929

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ROUND 1
Lake Houston Raceway Park
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October 5 & 6
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Saturday
Gates Open 3:30p.m. - Race 6 p.m.
Sunday
Gates Open 7:00a.m. - Race 10:30 a.m.
(713) 459-3445

ROUND 2
Lakeside Motosports Raceway
Bastrop, Texas
October 12 & 13
Highway 1441 in Bastrop, TX
Saturday
Gates Open 3:30p.m. - Race 6 p.m.
Sunday
Gates Open 7:00a.m. - Race 10:30 a.m.
(512) 321-9861

ROUND 3
Wolfcreek Motocross Park
Rio Vista, Texas
October 19 & 20
County Road 1204 in Rio Vista, TX
Saturday
Gates Open 11 a.m. - Race 1:30 p.m.
Sunday
Gates Open 7:00a.m. - Race 10:30 a.m.
(817) 373-2434

Round 1., October 6
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MARK BARNETT
JIM HOLLEY
MARTY SMITH

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Round 3 - 8 to 11 a.m.
First Come Basis - $40.00
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SATURDAY - AMATEUR EVENT	SUNDAY - "MASTERS OF MOTOCROSS" PRO-AM EVENT	
50cc PEE WEEs	+ 25 PRO/EXPERT .....$1000 PURSE	+ 25 INTER/NOVICE
60cc (7-11)	+ 30 MASTER .....$1000 PURSE	+ 30 INTER/NOVICE
80cc (7-11) & (12-15)	+ 40 MASTER .....$500 PURSE	+ 40 INTER/NOVICE
YOUTH (15-24)	WOMEN PRO/EXPERT ...$500 PURSE	WOMEN INTER/NOVICE
125cc EX. - 100% Payback		125/250cc TROPHY DASH
125cc INTER./NOVICE		60/80cc TROPHY DASH
250/500cc EX. - 150% Payback	$3,000 PURSE	
250cc INTER./NOVICE	QUALIFYING HEATS AND 20 MINUTE MOTOS	
OPEN INTER./NOVICE		
SATURDAY MORNING MOTOCROSS SEMINAR		

$$$$ SERIES AWARDS $$$$
$500 TO SERIES WINNER IN EACH OF THE "MASTERS IN MOTOCROSS" CLASSES
$200 TO THE SERIES WINNER IN THE 125 PRO/EXERT AND 250/500 PRO/EXPERT CLASSES
$100 TO THE SERIES WINNER IN EACH OF THE AMATEUR CLASSES

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Children Under 10 (Not Riding) $4.00
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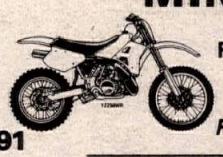
Post-Entry $20.00
For Ages 12 And Up.



100 KILOMETER ATV RACE
SATURDAY, OCTOBER 5, 1991
Sign Up - 7:30 A.M. - 10:30 A.M.
Pre-Entry - $16.00
Post-Entry - $20.00
Race Starts at 10:00 A.M.

OCTOBER, 6, 1991
100 MILE GRAND PRIX
From The Start On The Main Street Of The City Of Flat River, MO To The Trails Of St. Joseph State Park In The Foot Hills Of The Missouri Ozarks.
Sign-Up 7:30-11:00 A.M.
Race Starts 12:30 P.M.
Pre-Entry $20.00
Post-Entry $25.00

Vintage Trials
SUNDAY Morning
OCTOBER 6th
VINTAGE MOTORCYCLE RACE
OCTOBER 5, 1991
1974 and Older
Pre-Entry - $16.00
Post Entry - $20.00
Race Starts at 12:00 Noon
Come Ride And Visit With The Legendary Dick Mann, Jeff Smith and John Martin.

For More Information Call
314-427-1204
Race sponored by
the Flat River Chamber of Commerce.
Flat River, Missouri

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Waterford, MI 48329
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AMA Pro Racing: Don't Settle For Less! (614) 891-2425

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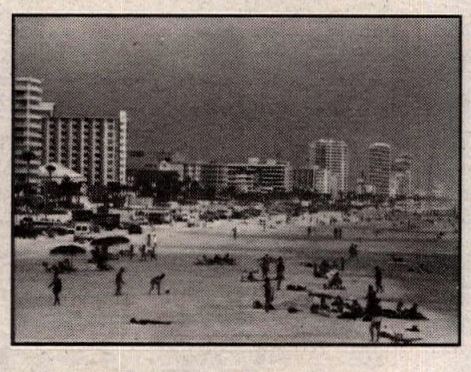

FALL CYCLE SCENE

October 18-20

For Race Ticket Information Call:
904-253-RACE

For More Information On Accommodations
Call Toll Free 1-800-854-1234

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Old Timers MX Association
Race Schedule
Sunday, September 15
LA County Raceway, SPECIAL EVENT
OTMX, OTHG, Support,
25-29, 30-39 classes, Women Invited
Sunday, September 22
LA County Raceway, CRC MX
For Information Call Hot Line (213) 869-2299

SRA GP California Schedule

Members *Non Members*
September 22 Glen Helen
October 27 Carlsbad
Info (714) 957-2985

CALENDAR

FMC Fall MX Series
9/15 Valdosta, GA
11/3 Zuber, FL
11/10 Bithlo, FL
11/17 Ocala, FL
Info 904/333-2372

ATA Observed Trials C'ship Series
9/15 Cactus Flats, CA
10/6 Corral Canyon, CA
10/27 Lucerne Valley, CA
11/10 Littlerock Cyn., CA
Info 213/259-6631

Mid-Atlantic Vintage Trials Series
10/13 Toughkenamon, PA
Info 301/775-7209

PITS C'ship Trials Series
9/28-29 Sparks, NV
10/20 Santa Cruz, CA
11/9-10 Patterson, CA
11/24 Auburn, CA
Info 916/723-9560

All Iowa Trials Riders Assn. Series
9/29 Marshaltown, IA
Info 319/377-8089

Prostar Nat'l C'ship Drag Race Series
10/5-6 Atco, NJ
11/8-10 Bradenton, FL
Info 609/768-4624

IDBA Nat'l C'ship Drag Race Series
9/14-15 Norwalk, OH
10/19-20 Atlanta, GA
Info 205/849-7886

Dragbike! Nat'l C'ship Drag Race Series
9/21-22 Indianapolis, IN
10/5-6 Baton Rouge, LA
10/26-27 Phoenix, AZ
11/15-17 Gainesville, FL
Info 315/735-1661

HDRA All Harley Drag Race Series
9/14-15 Salem, OH
10/19-20 Farmington, NC
11/16-17 TBA
Info 919/229-4877

AMRA All Harley Drag Series
9/14-15 Kokomo, IN
10/5-6 Beechmont, KY
Info 708/250-0838

CRA Fall Cross Country Series
9/15 Millport, OH
9/22 Canal Fulton, OH
10/13 Tippecanoe, OH
10/20 Malvern, OH
10/27 Ravenna, OH
11/17 Amherst, OH
Info 216/538-2220

CRA Fall Motocross Series
9/21 Malvern, OH
9/28 Millport, OH
10/27 Amherst, OH
Info 216/636-5505

WNYSC C'ship Fall Series
9/15 Silver Springs, NY
9/29 Silver Springs, NY
10/6 Palmyra, NY
10/13 Silver Springs, NY
10/20 Auburn, NY
10/27 Silver Springs, NY
Info 716/594-8660

MO Hare Scrambles C'ship Series
9/22 Collins, MO
10/6 Flat River, MO
10/20 Potosi, MO
Info 314/392-2475

NCHSA Hare Scramble Series
9/15 Lazy River, NC
9/29 Mt. Airy, NC
10/6 Brown Mtn., NC
10/13 Graham, NC
11/3 Lenoir, NC
11/17 Reidsville, NC
Info 704/483-4394

ARRA Road Race Series
9/14-15 Willow Springs, CA
10/19-20 Willow Springs, CA
11/16-17 Willow Springs, CA
12/14-15 Willow Springs, CA
Info 805/966-5700

OMRRA C'ship Road Race Series
9/21-22 Portland, OR
10/20 Portland, OR
Info 503/221-1487

MRA Road Race Series
9/14-15 Steamboat Springs, CO
9/29 Second Creek, CO
Info 303/789-2429

CRA C'ship Road Race Series
9/14-15 Brainerd, MN
Info 612/332-4070

HDRA/SCORE Int'l Desert Racing Series
10/11-13 Gold Coast 300 Jean, NV
11/7-10 Baja 1000 Ensenada, B.C., MEX
Info 818/889-9216.

Golden Crown of Baja Series
9/20-22 Gran Carrera de Campeones San Felipe, B.C., MEX
Info 818/340-5750

Grans Prix de Baja Series
10/5 Ensenada Gran Prix Ojos Negros, B.C., MEX
11/2 San Felipe Gran Prix San Felipe, B.C., MEX
Info 818/340-5750

SUDS Off-Road Series
10/19-20 Tecate, Baja, MEX
11/16-17 San Bernardino, CA
Info 818/340-5750

ADRA International Desert Race Series
10/12-13 Sonora, MEX
12/7 Sonora, MEX
Info 602/274-0010

Black-Jack Enduro Circuit Series
9/15 Little Rock, AR
9/29 Stillwater, OK
10/13 Tulsa, OK
10/27 Oklahoma City, OK
Info 903/832-5323

RMEC Enduro Series
10/6 Cloudcroft, NM
Info 307/742-4136

CRRC Road Race Series
9/14-15 College Station, TX
10/12-13 Henderson, TX
10/30-11/3 Grand Nat'l Final Braselton, GA
*Tenative
Info 713/342-9032

Texas Cross Country Racing Assn. Series
9/22 Lake Whitney, TX
10/6 Swan, TX
Info 214/229-9512

South Texas C'ship Hare Scrambles Series
9/15 High Grove, TX
9/29 New Berlin, TX
10/27 Bastrop, TX
11/10 Rockne, TX
11/24 Lake Houston, TX
12/15 Hidden Valley, TX
1/5 Gonzales, TX
1/19 Columbus, TX
2/2 Zars Ranch, TX
2/16 TBA
Info 512/892-4884

OCCRA Cross Country Series
9/22 Bunch, OK
10/6 Stillwater, OK
10/13 Oklahoma City, OK
11/10 Ardmore, OK
11/24 Oklahoma City, OK
Info 405/632-3370

Oklahoma State C'ship MX Series
9/22 Elk City, OK
10/20 Stillwater, OK
11/10 TBA

USBA C'ship Road Race Series
10/5-6 Salt Lake City, UT
Info 801/973-9091

MTEG Off-Road C'ship GP Series
9/28 Denver, CO
10/19 Las Vegas, NV
10/TBA San Francisco, CA
* Tentative
Info 714/938-4100

AFM Road Race Series
10/20 Sears Point, CA
Info 415/537-8208

NMA Mini Road Race Series
9/15 Riverside, CA
9/29 Amago, CA
10/13 Riverside, CA
10/27 Amago, CA
11/17 Riverside, CA
11/24 Amago, CA
12/7-8 Riverside, CA
Info 213/864-5214

NMA Off Road Series
9/22 Shelton, WA
10/20 Goldbar, WA
11/10 Shelton, WA
11/17 Bellingham, WA
Info 206/724-7515

NMA Enduro Series
9/29 Mt. Vernon, WA
10/6 Olympia, WA
10/27 Bellingham, WA
Info 206/724-7515

GFI Fall Motocross Series
South
10/6 Perris, CA
10/13 TBA
10/20 TBA
10/27 Perris, CA
Info 714/788-5853
North
710/6 Brentwood, CA
10/13 Sacramento, CA
10/20 Hollister, CA
10/27 Brentwood, CA
11/3 Fresno, CA
11/10 San Jose, CA
Info 209/673-8080

SEPTEMBER						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

• Denotes Pro Payback

September 11

CALIFORNIA SPEEDWAY
IMS. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
DELAWARE MOTOCROSS
DE Motor Sports, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
OHIO MOTOCROSS
AMA/D-11/American Motorsports, Inc. Hocking County Fairgrounds, Logan. Info 614/596-2057.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

September 12

COLORADO TRIALS
AHRMA Vintage Trials Series. Steamboat Springs. Info 209/252-9053.
OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/285-6635.

September 13

CALIFORNIA STADIUM MX
• CMC. Sacramento Raceway Park, Sacramento. Info 916/366-7368.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA SPEEDWAY
• AMA/Fast Fridays. Gold Country Fairgrounds, Auburn. Info 916/632-FAST.
CALIFORNIA SPEEDWAY
• International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA MOTOCROSS
• CMC. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• Cycleland Speedway, Chico. Info 916/342-0063.
COLORADO MOTOCROSS
AHRMA Vintage Iron Nat'l MX Series. Steamboat Springs. Info 209/252-9053.
DELAWARE SUPERCROSS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/289-2100.
NORTH CAROLINA MOTOCROSS
• Wilkes County MX Park, Lenoir. Info 704/758-4342.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.

WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

September 14

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA MOTOCROSS
● Warrior MX Park, Warrior. Info 205/841-7224 or 669-4572.
ARIZONA MOTOCROSS
● CMC. Canyon Raceway, Phoenix. Info 602/9771-0203.
CALIFORNIA SHORT TRACK
● R & D Racing. Mid-State Fairgrounds, Paso Robles. Info 408/449-7367.
CALIFORNIA SHORT TRACK
● Dirt Sport Promotions. Carlsbad Raceway, Carlsbad. Info 619/489-5823.
CALIFORNIA MOTOCROSS
● GFI. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA MOTOCROSS
● CMC Trans-Cal #3 North. Sacramento Raceway, Sacramento. Info 714/261-6116.
CALIFORNIA MOTOCROSS
Club Moto/GFI. Santa Clara PAL track, Santa Clara. Info 415/896-1139.
CALIFORNIA MOTOCROSS
● Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CANADA SUPERCROSS
● CMA Supercross Series. Olympic Stadium, Montreal, Quebec. Info 416/363-9035.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/
SHORT TRACK
● Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA SUPERCROSS
RCG Supersports. Calhoun MX, Calhoun. Info 404/928-3053 or 629-4450.
GEORGIA MOTOCROSS
King Kelly. Bremen MX, Bremen. Info 404/941-8464.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
MISSOURI MOTOCROSS
AMA/Motocross Parents. Finger Lakes State Park, Columbia. Info 314/474-2444.
NEW YORK JR ENDURO
NETRA Jr. Enduro Series. Skiparee Jr., N. Petersburg. Info 203/875-5757.
OHIO MOTOCROSS
CRA. Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
OHIO SPEEDWAY
Bear Creek Speedway, Canton. Info 216/837-5694.
OHIO MOTOCROSS
AMA/D-11. Dirt Country Raceway, Blanchester. Info 216/682-9231.
OHIO SHORT TRACK/TT
The Challenger Raceway, Jacksonville. Info 412/726-5494.
PENNSYLVANIA GRAND PRIX
Racer Productions. High Point Raceway, Mt. Morris. Info 304/594-1157.
PENNSYLVANIA SUPERCROSS
AMA. Trail-Way Speedway, Hanover. Info 717/359-4310.
TENNESSEE SHORT TRACK
WKCRA/Paris Dirt Trackers. Eddyville. Info 901/642-0511.
TENNESSEE MOTOCROSS
I-40 Motocross, Lenoir City. Info 615/573-5425 or 986-1617.
TENNESSEE SAND DRAGS
● West Tenn. Sand Drags, Friendship. Info 901/656-2320.
TENNESSEE SHORT TRACK
Dallas Ricker Complex, Kingsport. Info 615/234-0772 or 587-6677.
TENNESSEE SHORT TRACK
Elite Motorsports. Memphis Motorsports Dirt Trax, Memphis. Info 901/353-6118.
WASHINGTON SHORT TRACK
● AMA/D-27. Rainier Bowl, Rainier. Info 206/862-1199.

September 14-15

IDAHO SUPERCROSS
● SIRA/EIMA. State C'ship. Rupert Fairgrounds, Rupert. Info 208/678-5677.
INDIANA DRAGS
AMRA/Indiana All Harley Drags. Bunker Hill Dragstrip, Kokomo. Info 708/250-0838.
INDIANA DUAL SPORT
AMA/Stoney Lonesome MC. Nat'l Dual Sport Ride. Columbus. Info 812/339-0199.
MEXICO SUPERCROSS
● Sucro Racing Promotions. A. Palacios Stadium, Ensenada, B.C. Info 667/6-47-47.
MICHIGAN MOTOCROSS
D-14 & 15. Red Bud Track 'n Trail, Buchanan. Info 616/695-6405.
OHIO DRAGS
● IDBA Nat'l C'ship Drag Race Series. Fall Nationals. Norwalk Raceway Park, Norwalk. Info 205/849-7886.
OHIO DRAGS
HDRA All Harley Drags. 3rd Annual W. Penn. H-D Dealers Assn. Nat'ls. Quaker City Dragway, Salem. Info 919/229-4877.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.
WISCONSIN TRIALS
WOTA Trials Series. Wauzeka. Info 708/530-4177.

September 15

ALABAMA ENDURO
SERA C'ship Enduro Series. Birmingham. Info 601/843-3251.
CALIFORNIA MOTOCROSS
● CMC Trans-Cal #3 South. Barona Oaks, Ramona. Info 714/261-6116.
CALIFORNIA MOTOCROSS
● CRC. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA TRIALS
ATA/Plonkers Trials Club/The Lone Ranger Trial/ATA C'ship Round 7. Cactus Flats, Big Bear. Info 213/259-6631.
COLORADO SHORT TRACK
State C'ship. Mad Max. Dacono. Info 303/427-7343 or 857-2307.
DELAWARE MOTOCROSS
AMA/First State Racing. Delaware State Fairgrounds, Harrington. Info 302/678-2440.
DELAWARE SHORT TRACK
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
GEORGIA MOTOCROSS
Rough Riders MX, Rome. Info 404/295-1901 or 234-7561.
GEORGIA MOTOCROSS
FMC Fall Series. South Georgia MX, Valdosta. Info 904/225-0241.
GEORGIA MOTOCROSS
Dixie Motorcycle Sports. Hillbilly Hills, Roberta. Info 912/788-0413 or 404/929-8392.
INDIANA MOOCROSS
AMA/D-15. Hoosier Hilltoppers MC, Uniontown. Info 219/522-1522.
INDIANA MOTOCROSS
AMA/D-12 & 15/Read's Racing Unlimited, Inc. Wabash Cannonball, Wabash. Info 219/594-2649 or 594-2974.
KENTUCKY MOTOCROSS
AMA. Pendleton Co. M/C Recreation Park, Gardnersville. Info 606/472-3442.
KENTUCKY MOTOCROSS
BSR Racing/West KY Outdoor MX. Lowes. Info 502/642-2345 or 674-5698.
MARYLAND HARE SCRAMBLES
AMA/D-7 & 13. Budds Creek MX Park, Budds Creek. Info 301/475-2000.
MASSACHUSETTS TURKEY RUN
NETRA Series. Jeff's Turkey Run, Otis. Info 203/875-5757.
MASSACHUSETTS MOTOCROSS
NEMA Series/EVMR Series. Southwick. Info 207/384-5209 or 508/763-8948.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Middleboro. Info 413/772-0685.
MINNESOTA MOTOCROSS
AMA. Midway Recreation Park, Kellogg. Info 507/534-2841.
NEW HAMPSHIRE POKER RUN
Hurricane Mountain MC Benefit for Lakes Region Day Care Center, Laconia. Info 603/528-5960.
NEW HAMPSHIRE SHORT TRACK
AMA/Sideways Promotions. Canaan USA Speedway, Canaan. Info 508/632-6939.
NEW JERSEY MOTOCROSS
AMA/Pro-Prep 1, Inc. Powerline Park, New Egypt. Info 201/577-0625.
NEW YORK MOTOCROSS
WNYSC Series. Silver Springs. Info 716/786-5596.
NEW YORK MOTOCROSS
AMA/LISC Series. Westhampton MX, Westhampton. Info 516/728-7727.
NEW YORK ENDURO
AMA/D-4. Zoar Valley M/C, Cattaraugus Fire Dept., Cattaraugus. Info 716/532-3355.
NEW YORK HARE SCRAMBLES
NETRA C'ship Series. Skiparee, N. Petersburg. Info 203/875-5757.
NORTH CAROLINA MOTOCROSS
AMA/D-29 Fall Series. Devil's Ridge, Sanford. Info 919/776-2412 or 776-1767.
NORTH CAROLINA HARE SCRAMBLE
NCHSA Series. Lazy River Campground. Info 704/483-4394.
NORTH CAROLINA MOTOCROSS
NAME Fall Series. East Coast MX Park, New Bern. Info 919/224-8381.
OHIO MOTOCROSS
CRA. Ohio Int'l Raceway, Ravenna. Info 216/369-5993.
OHIO HARE SCRAMBLE
CRA. Fall Cross Country Series. Moto Sport Trails, Millport. Info 216/823-9069.
OHIO SHORT TRACK/TT
Race 'em Chase 'em Promotions. Cadiz. Info 216/339-7812.
OHIO MOTOCROSS
● AMA/D-11. Honda Hills, Linnville. Info 614/323-3766 or 1-800-EAT-DIRT.
OHIO MOTOCROSS
Sunset Ramblers, Galion. Info 419/468-7228 or 756-8601.
OREGON SHORT TRACK
● Kerby Racepark, Cave Junction. Info 503/592-2978 or 476-4336.
OREGON MOTOCROSS
MXNW Series. Clarks Branch MX, Roseburg. Info 503/673-1671.
PENNSYLVANIA MOTOCROSS
AMA/D-6 & 7. Happy Ramblers MC, Hanover. Info 717/663-7708.
PENNSYLVANIA ENDURO
ECEA C'ship Series/South Penn Enduro Riders. Michaux Enduro, Shippensburg. Info 717/245-0353.
PENNSYLVANIA HILLCLIMB
AMA Nat'l C'ship Hillclimb Series. Bushkill Valley MC, Freemansburg. Info 215/258-3208.
PENNSYLVANIA SCRAMBLES
● E. PA Piston Poppers MC, Parkesburg. Info 215/269-3661 or 857-5994.
PENNSYLVANIA MOTOCROSS/
HARE SCRAMBLES
D-5 State C'ship MX/Racer Productions.High Point Raceway, Mt. Morris. Info 304/594-1157.
PENNSYLVANIA MOTOCROSS
AMA/PA State C'ship. Hurricane Hills Sports Center, Clifford. Info 717/222-9290.
TENNESSEE CROSS COUNTRY
● Dallas Ricker Complex, Greeneville. Info 615/587-6677 or 234-0772.
TENNESSEE MOTOCROSS
Phillips Racing. T-N-T MX Park, Milan. Info 901/987-3029.
TENNESSEE MOTOCROSS
● Yamaha Fall Classic. Muddy Creek Raceway, Blountville. Info 615/323-5497.
TENNESSEE HARE SCRAMBLES
AMA Mid-South C'ship H.S. Series. Centerville. Info 615/331-1475.
TENNESSEE POKER RUN
Woods Poker Run/Trail Ride. Jellico Creek ORV Park, Winfield. Info 615/938-2980.
TEXAS HARE SCRAMBLES
South TX C'ship H.S. Series. High Grove. Info 512/892-4884 or 892-5026.
VERMONT MOTOCROSS
VMA Series. Rider Hill. Info 802/525-6985.
VIRGINIA HARE SCRAMBLES
VA C'ship H.S. Series. Stoney Broke, Middlebrook. Info 703/886-3717.
WASHINGTON MOTOCROSS
Squisher Racing. Horn Rapids ORV, Richland. Info 509/837-3595.

September 18

CALIFORNIA SPEEDWAY
● IMS. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
DELAWARE MOTOCROSS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

September 19

OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/285-6635.

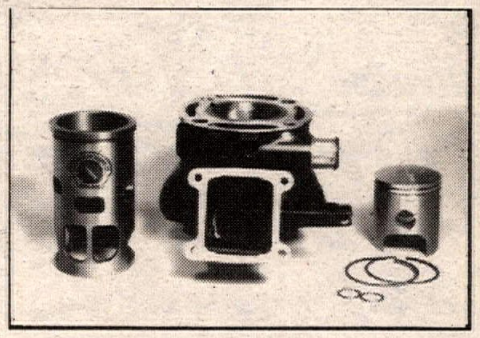
September 19-21

WASHINGTON ROAD RACE
● AMA Nat'l C'ship Series./D-27/Mt. St. Helens MC. 8/20 Darell Davis Pro Regional, 8/21 600 Pro Nat'l. Castle Rock Fairgrounds, Castle Rock. Info 206/274-4345.

September 20

CALIFORNIA MOTOCROSS
● CMC. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA ROAD RACE
● ARRA/Del Amo Solid Gold Four Hundred. Willow Spring Int'l Raceway, Willow Springs. Info 805/2256-2471.
CALIFORNIA SPEEDWAY
● Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA STADIUM MX
● CMC. Sacramento Raceway Park, Sacramento. Info 916/366-7368.
CALIFORNIA SHORT TRACK/TT
BRA. Bakersfield Speedway, Bakersfield.Info 805/323-7877.
CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA SPEEDWAY
● AMA/Fast Fridays. Gold Country Fairgrounds, Auburn. Info 916/632-FAST.
CALIFORNIA MOTOCROSS
● Cycleland Speedway, Chico. Info 916/342-0063.
DELAWARE SUPERCROSS
Delaware Motor Sports. Seaford Speedway, Seaford. Info 302/335-4386.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/289-2100.
NORTH CAROLINA MOTOCROSS
● Wilkes County MX Park, Lenoir. Info 704/758-4342.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

STOP! DON'T TRASH THAT WORN CHROME PLATED CYLINDER. *SAVE IT* WITH A *LASCO* SLEEVE.



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CALENDAR

September 20-22

MEXICO OFF ROAD
Golden Crown of Baja Off Road Desert Series. Gran Carrera de Campeones. San Felipe, B.C. Info 818/340-5750 or 992-6355.

September 21

ALABAMA MOTOCROSS
• Warrior MX, Warrior. Info 205/841-7224 or 669-4572.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA SHORT TRACK
• R & D Enterprises. Mid-State Fairgrounds, Paso Robles. Info 408/449-7367.
ARIZONA MOTOCROSS
• CMC Copper State Classic C'ships. Yuma Speedway, Yuma. Info 602/971-0203.
CALIFORNIA MOTOCROSS
• GFI. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA MOTOCROSS
Club Moto/GFI. Santa Clara PAL track, Santa Clara. Info 415/846-1139.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
DELAWARE SHORT TRACK
DE Motor Sports, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/
SAND DRAGS
• Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA MOTOCROSS
King Kelly. Bremen MX, Bremen. Info 404/941-8464.
GEORGIA SUPERCROSS
RCG Supersports. Calhoun MX, Calhoun. Info 404/928-3053 or 629-4450.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
ILLINOIS MOTOCROSS
AMA. Belleville Enduro Team, Belleville. Info 618/277-3478 or 235-6666.
INDIANA TT SCRAMBLES
Haspin Acres Motor Park, Laurel. Info 613/772-2803 or 661-8954.
IOWA SUPERCROSS
Adair County Fairgrounds, Greenfield. Info 515/289-2140 or 265-6439.
MINNESOTA SHORT TRACK
Omar's Gopher Racing. Montgomery Speedway, Montgomery. Info 612/593-1283.
MISSOURI MOTOCROSS
Dealer's Choice MX. Sprout Patch Competition, Billings. Info 417/744-2593.
NEW YORK MOTOCROSS
AMA/Suzuki East Coast Nat'l/EVMR/CNYMRA/D-3. Broome-Tioga Sports Center, Binghamton. Info 607/648-4997 or 849-9615.
NEW YORK SHORT TRACK
AMA/Square Deal Riders MC, Harpursville. Info 607/775-1955 or 7729-5395.
NORTH CAROLINA SHORT TRACK
Hammer Down Speedway, Parkton. Info 919/843-2714.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
OHIO MOTOCROSS
CRA Fall Series. Malvern MX Park, Malvern. Info 216/262-4945.
OHIO SPEEDWAY
Bear Creek Speedway, Canton. Info 216/837-5694.
OHIO MOTOCROSS
D-12 & 14/Glass City MC. Delta Motor Sport Park, Delta. Info 419/666-8413 or 822-3286.
PENNSYLVANIA SUPERCROSS
AMA. Trail-Way Speedway, Hanover. Info 717/359-4310.
TENNESSEE MOTOCROSS
I-40 MX Park, Lenoir City. Info 615/573-5425 or 986-1617.
TENNESSEE SHORT TRACK
WKCRA/Paris Dirt Trackers, Inc. Henry County Fairgrounds, Paris. Info 901/642-0511 or 642-3078.
TENNESSEE MOTOCROSS
Sat. Nite Stars Challenge. Dallas Ricker Complex, Greeneville. Info 615/234-0772.
TENNESSEE SUPERCROSS
Elite Motorsports. Memphis Motorsports Dirt Trax, Memphis. Info 901/353-6118.

September 21-22

CALIFORNIA OFF-ROAD
CORVA Southern California Jamboree. Hungry Valley SVRA, Quail Canyon. Info 213/437-8466.
FLORIDA ROAD RACE
AMA/CCS. Moroso Motorsports Park, West Palm Beach. Info 407/793-3394 or 622-1400.
INDIANA DRAGS
• Dragbike! USA Nat'l C'ship Series. Indynationals. Indianapolis Raceway Park, Indianapolis. Info 315/735-1661.
INDIANA HILLCLIMB
Hoosier Hillclimbers, Metamora. Info 317/861-6798 or 359-2809.
INDIANA MOTOCROSS
AMA/D-12 & 15/Reads Racing Unlimited, Inc. Trojan Track, North Webster. Info 219/594-2649 or 594-2974.
OKLAHOMA ROAD RACE
Hallett Roadracing Club, Hallett. Info 918/446-6657.
OREGON ROAD RACE
OMRRA Vintage Road Race. Portland Int'l Raceway, Portland. Info 503/221-1487.
WEST VIRGINIA CROSS COUNTRY
• AMA/Wiseco/Yamaha/Yokohama Nat'l GNCC Series. Hardrock GNCC, Bunner Ridge./ Info 304/594-1157.
WISCONSIN DRAGS
Nat'ls. Great Lakes Dragaway, Union Grove. Info 414/462-5520.

September 22

ARIZONA MOTOCROSS
• CMC CopperState Classic MX Series. Canyon Raceway, Phoenix. Info 602/863-1028.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
CMMC. Barona Oaks, Ramona. Info 619/444-8116.
CALIFORNIA TT
AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/544-1027 or 369-5195.
CALIFORNIA MOTOCROSS
• CMC. Trans-Cal #4 North. Argyll Park, Dixon. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• CMC. Trans-Cal #4 South. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
CALIFORNIA MARATHON
AMA/D-36/Greg Scheid & Assoc. Santa Clara County Off Road Park, Metcalf, San Jose. Info 408/972-8063.
CALIFORNIA GRAND PRIX
SRA. Glen Helen OHV Park, San Bernardino. Info 714/957-2985.
CALIFORNIA VINTAGE RALLY
Vintage Dirt Bike Rally. Sandhill Ranch, Brentwood. Info 415/634-3328.
CONNECTICUT MOTOCROSS
NESC C'ship Series. Central Village. Info 413/772-0685.
FLORIDA MOTOCROSS
• AMA/WorldSports. State C'ship Gold Cup Series. Gatorback Cycle Park, Gainesville. Info 813/822-8929.
GEORGIA MOTOCROSS
Echconnee MX, Macon. Info 912/788-8227 or 956-5420.
ILLINOIS POKER RUN
AMA/D-17/Bloomington-Normal MC, Wapella. Info 309/467-3378.
INDIANA MOTOCROSS
Haspin Acres Motor Park, Laurel. Info 513/772-2803 or 661-8954.
IOWA YSR RACE
Midwest YSR, Inc. Iowa Int'l Raceway, Marshalltown. Info 515/263-1460.
IOWA MOTOCROSS
• K & C Racing, Inc. Berm Busters MX Park, Greenfield. Info 515/763-2461.
KENTUCKY MOTOCROSS
Rough Country MX, Henderson. Info 502/521-7884 or 812/897-3800.
MARYLAND MOTOCROSS
AMA/D-7. Antietam MC, Hagerstown. Info 301/797-8686 or 797-1607.
MASSACHUSETTS ENDURO
NETRA C'ship Series. Mohawk Enduro, Adams. Info 203/875-5757.
MICHIGAN MOTOCROSS
AMA/D-14/Bear Bottom Promotions. Brown City MX, Brown City. Info 313/395-2169.
MICHIGAN MOTOCROSS
MRA. Log Road MX, Coldwater. Info 313/289-2100.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
MISSISSIPPI MOTOCROSS
Mid-South MX Assn. Cedar Lake MX Park, Byhalia. Info 601/393-0742.
MISSOURI MOTOCROSS
AMA/D-18/LOMX Racing. Lake Ozark MX Park, Osage Beach. Info 314/369-2779 or 369-2248.
MISSOURI HARE SCRAMBLES
MO H.S. C'ship Series. Collins. Info 314/392-2475 or 417/865-5127.
NEBRASKA MOTOCROSS
Cornhusker MX Circuit. Orleans. Info 308/652-2797.
NEW YORK SHORT TRACK
Electric City Riders MC, Schenectady. Info 518/399-4270 or 374-7979.
NEW YORK MOTOCROSS
• AMA Nat'l C'ship 125/500 MX Series. Broome-Tioga Sports Center, Binghamton. Info 607/648-4997 or 849-9615.
NORTH CAROLINA MOTOCROSS
D-29 Fall Series. Top Gun, Uron Station. Info 704/732-8100 or 873-5083.
NORTH CAROLINA MOTOCROSS
NAME Fall Series. Rolling Hills Cycle Park, Reidsville. Info 919/342-4492.
OHIO MOTOCROSS
CRA. Amherst MC, Amherst. Info 216/988-9100.
OHIO HARE SCRAMBLE
CRA Fall Cross Country Series. Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
OHIO MOTOCROSS
• AMA/D-11. Honda Hills, Linnville. Info 1-800-EAT-DIRT or 614/323-3766.
OHIO SHORT TRACK/TT
Race 'em Chase 'em Promotions. Cadiz. Info 216/339-7812.
OKLAHOMA CROSS COUNTRY
OCCRA. Shag Bark Ranch, Bunch. Info 918/775-2582.
OREGON ROAD RACE
OMRRA Series. Sprints. Portland Int'l Raceway, Portland. Info 503/221-1487.
PENNSYLVANIA SHORT TRACK
AMA. Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA ENDURO
AMA/D-4/ECEA C'ship Series/Valley Forge Trail Riders. Moonshine Enduro, Brandonville. Info 215/873-7584.
PENNSYLVANIA MOTOCROSS
The Challenger Raceway, Jacksonville. Info 412/726-5494.
TENNESSEE MOTOCROSS
Phillips Racing T-N-T MX Park, Milan. Info 901/987-3029.
TENNESSEE HARE SCRAMBLES
Mid-South H.S. Series. Dallas Ricker Complex, Kingsport. Info 615/234-0772 or 587-6677.
TENNESSEE HARE SCRAMBLES
AMA Mid-South C'ship H.S. Series. Greenville. Info 615/331-1475.
TEXAS MOTOCROSS
Burleson MX Park, Burleson. Info 817/295-1760 or 295-8908.
TEXAS SUPERCROSS
Skeeter Motorsports Complex, Algoa. Info 409/925-4232.
TEXAS ENDURO
AMA/TRH 23rd Annual Caney Creek Enduro. Sam Houston Nat'l Forest. Info 713/933-0900.
VERMONT MOTOCROSS
VMA Series. Fair Haven. Info 802/525-6985.
WASHINGTON OFF ROAD
NMA Off Road Series. Shelton Valley ISDE, PSER MC, Shelton. Info 206/724-7515.
WASHINGTON MOTOCROSS
• AMA/CMC/MXNW. Washougal MX Park, Washougal. Info 503/673-1671 or 928-4474.

September 25

CALIFORNIA SPEEDWAY
IMS. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
DELAWARE MOTOCROSS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

September 26

OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/285-6635.

September 27

CALIFORNIA MOTOCROSS
• CMC. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA SPEEDWAY
International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA STADIUM MX
• CMC. Sacramento Raceway Park, Sacramento. Info 916/366-7368.
CALIFORNIA MOTOCROSS
• Cycleland Speedway, Chico. Info 916/342-0063.
DELAWARE MOTOCROSS
Delaware Motorsports, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/289-2100.
NORTH CAROLINA MOTOCROSS
• Wilkes County MX Park, Lenoir. Info 704/758-4342.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

September 28

ALABAMA MOTOCROSS
• Warrior MX Park, Warrior. Info 205/841-7224 or 669-4572.
ALABAMA MOTOCROSS
Burnsville MX, Selma. Info 205/285-4444.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
• GFI. Perris Raceway, Perris. Info 714/788-5853.

CALIFORNIA SHORT TRACK
Dirt Sport Promotions. Carlsbad Raceway, Carlsbad. Info 619/489-5823.
CALIFORNIA MOTOCROSS
● CMC Trans-Cal #5 North & South. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA HARE SCRAMBLES
AMA/D-38/Fudpucker Racing Team. Superstition C'ship Series. Plaster City Blast H.S. Plaster City East, Imperial County. Info 619/427-5759.
CALIFORNIA MOTOCROSS
Club Moto/GFI. Santa Clara PAL track, Santa Clara. Info 415/846-1139.
CALIFORNIA MOTOCROSS
● Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
DELAWARE SHORT TRACK
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS/ SHORT TRACK
● Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA SUPERCROSS
RCG Supersports. Calhoun MX, Calhoun. Info 404/928-3053 or 629-4450.
GEORGIA MOTOCROSS
King Kelly. Bremen MX, Bremen. Info 404/941-8464.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
INDIANA TT SCRAMBLES
Haspic Acre Motor Park, Laurel. Info 513/772-2803 or 661-8954.
INDIANA MOTOCROSS
AMA/D-12 & 15/Reads Racing Unlimited,Inc. Trojan Track, North Webster. Info 219/594-2649 or 594-2974.
MINNESOTA SHORT TRACK
Omar's Gopher Racing. Montgomery Speedway, Montgomery. Info 612/593-1283.
NEVADA TRIALS
AMA. Sacramento PITS Good Old Days Vintage Series. Reno. Info 916/967-0262.
NORTH CAROLINA MOTOCROSS
● Silver Creek MX, Morganton. Info 704/584-2808.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
OHIO MOTOCROSS
● AMA/D-11. Honda Hills, Linnville. Info 614/323-3766.
OHIO MOTOCROSS
CRA. Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
PENNSYLVANIA SUPERCROSS
AMA. Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA MOTOCROSS
Bellco, Inc. Steel City USA, Delmont. Info 304/594-1157.
TENNESSEE MOTOCROSS
I-40 MX Park, Lenoir City. Info 615/573-5425 or 986-1617.
TENNESSEE SAND DRAGS
● West Tenn. Sand Drags, Friendship. Info 901/656-2320.
TENNESSEE SHORT TRACK
Elite Motorsport. Memphis Motorsports Dirt Trax, Memphis. Info 901/353-6118.
WASHINGTON SHORT TRACK
● AMA/D-27. Rainier Bowl, Rainier. Info 503/389-9859.

September 28-29

ALABAMA ROAD RACE
WERA Endurance & Sprints. Talladega Gran Prix Raceway, Talladega. Info 205/362-6370.
MICHIGAN MOTOCROSS
MRA. Irish Hills, Clinton. Info 313/289-2100.
MICHIGAN MOTOCROSS
Red Bud Track & Trail, Buchanan. Info 616/695-6405.
NEVADA TRIALS
AMA/PITS. Sparks. Info 916/723-9560.
OREGON MOTOCROSS
MXNW Series. Albany Supercross, Albany. Info 503/928-4474.
PENNSYLVANIA MOTOCROSS
● AMA 125/500 Nat'l C'ship Series. Steel City USA, Delmont. Info 304/594-1157 or 412/468-4786.
SOUTH CAROLINA MOTOCROSS
D-29. Low Country MX, Hardeeville. Info 704/732-8100 or 873-5083.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

September 29

CALIFORNIA TT
AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/544-1027 or 369-5195.
CALIFORNIA MOTOCROSS
● CRC. Edwards AFB, Edwards. Info 805/272-8889.
CALIFORNIA MOTOCROSS
● CMC. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA SWAP MEET
Vintage European & British Show & Swap Meet. Santa Clara County Fairgrounds, San Jose. Info 408/578-1936.
CALIFORNIA MOTOCROSS
GFI/Moto West. Hollister Hills MX Park, Hollister. Info 408/238-8208 or 637-2073.
CALIFORNIA TRAIL RIDE
So Cal Off-Road Club Oktoberfest Trail Ride, Crab Flats Campground, Big Bear. Info 213/437-8466.
FLORIDA MOTOCROSS
● AMA/WorldSports. State C'ship Gold Cup Series. MX of Marion County, Reddick. Info 813/822-8929.
GEORGIA MOTOCROSS
Rough Riders MX, Rome. Info 404/295-1901 or 234-7561.
GEORGIA HARE SCRAMBLES
SETRA C'ship Series. Bremen MX, Bremen. Info 404/941-8464.
ILLINOIS SWAP MEET
J & P Promotions. 6th Annual M/C Parts Extravaganza & Ride-In Bike Show. Belle Clair County Fairgrounds, Belleville. Info 319/462-4605.
INDIANA HARE SCRAMBLE
Black Coal Nat'l. IN/IL/KY Enduro Riders. Lynnville. Info 812/423-2710.
IOWA TRIALS
All Iowa Trials Riders Assn. Stadium Trials, Central Iowa Fairgrounds, Marshaltown. Info 515/752-2892.
IOWA YSR RACE
Midwest YSR Inc. Iowa Int'l Raceway, Marshalltown. Info 515/263-1460.
KANSAS MOTOCROSS
Cornhusker MX Circuit. Phillipsburg. Info 913/543-2523.
KENTUCKY HALF MILE
AMA/AHRMA. Paducah. Info 502/444-7593.
KENTUCKY HARE SCRAMBLES
Pendleton Co. M/C Recreation Park, Gardnersville. Info 606/472-3442.
MASSACHUSETTS MOTOCROSS
Moto-X 338, Southwick. Info 413/569-6801 or 569-6635.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Middleboro. Info 413/772-0685.
MICHIGAN MOTOCROSS
D-14 & 15. Red Bud Recreation, Buchanan. Info 616/695-6405.
MISSISSIPPI ENDURO
SERA C'ship Enduro Series. Turkey Creek. Info 601/843-3251.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
NEVADA TRIAL
Sacramento PITS Moon Rocks Trial. 25 miles north of Sparks. Info 702/673-3737 or 331-0575.
NEVADA OT MOTOCROSS
● Nevada Oldtimers. Vintage Nat'l. Fernley. Info 702/885-0233 or 322-4311.
NEW JERSEY MOTOCROSS
AMA/Pro Prep 1, Inc. Powerline Park, New Egypt. Info 201/577-0625.
NEW YORK MOTOCROSS
● AMA/D-3/CNYMRA. Frozen Ocean MX Park, Auburn. Info 315/784-5466.
NEW YORK HARE SCRAMBLES
New York State H.S. Series. Moravia. Info 315/784-5473.
NEW YORK MOTOCROSS
WNYSC. Silver Springs MX, Rock Glen. Info 716/786-2157 or 594-8660.
NORTH CAROLINA HARE SCRAMBLES
NCHSA Series. Beachnut Park, Mt. Airy. Info 704/483-4394.
NORTH CAROLINA MOTOCROSS
NAME Fall Series. Montrose MX, Raeford. Info 919/875-3805.
OHIO SHORT TRACK/TT
Race 'em Chase 'em Promotions. Cadiz. Info 216/339-7812.
OHIO MOTOCROSS
CRA Fall Series. Moto Sport Trails, Millport. Info 216/823-9069.
OHIO HARE SCRAMBLES
CRA. Ohio Int'l Raceway, Ravenna. Info 216/369-5993.
OHIO POKER RUN
D-12 & 14/Glass City MC. Delta Motorsport Park, Delta. Info 419/666-8413 or 822-3286.
OHIO MOTOCROSS
AMA/D-12/American Motosports, Inc. Coshocton County Fair, Coshocton. Info 614/596-2057.
PENNSYLVANIA MOTOCROSS
Sleepy Hollow MX, Fredericksburg. Info 717/273-1180 or 273-9212.
PENNSYLVANIA MOTOCROSS
AMA/D-6 & 7. Happy Ramblers MC, Hanover. Info 717/663-7708.
PENNSYLVANIA HILLCLIMB
AMA Nat'l C'ship Series. White Rose MC clubgrounds, Jefferson. Info 717/938-2556.
RHODE ISLAND ENDURO
NETRA C'ship Series/ECEA C'ship Series. Rhody Rovers Rock Ride. West Greenwich. Info 401/397-3076.
TENNESSEE MOTOCROSS
Phillips Racing T-N-T MX Park, Milan. Info 901/987-3029.
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AMA/S.E. Regional C'ship MegaSeries. Hidden Acres MX, Kingsport. Info 615/323-5497.
TEXAS HARE SCRAMBLES
South TX C'ship H.S. Series. New Berlin. Info 512/892-4884 or 892-5026.
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VMA Series. Rider Hill. Info 802/525-6985.
VIRGINIA HARE SCRAMBLES
VA State C'ship Series. Blue Ridge Cycle Club, Martinville. Info 703/632-5931.
WASHINGTON ENDURO
NMA Enduro Series/Skagit MC. Webfoot Enduro, Walker Valley. Info 206/724-7515.

October 2

WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

October 4

CALIFORNIA STADIUM MX
● CMC. Sacramento Raceway Park, Sacramento. Info 916/366-7368.
CALIFORNIA MOTOCROSS
● CMC. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.

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Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

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Event sanction/promoter/sponsoring club: _____

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Sat. Sept. 21	GFI At Night Round 15	Perris Raceway
Sat. Sept. 28	GFI At Night Round 16	Perris Raceway
Sat. Oct. 5	GFI Super Sat. Morn. MX	Perris Raceway
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Sat. Oct. 12	GFI Super Sat. Morn. MX	Perris Raceway

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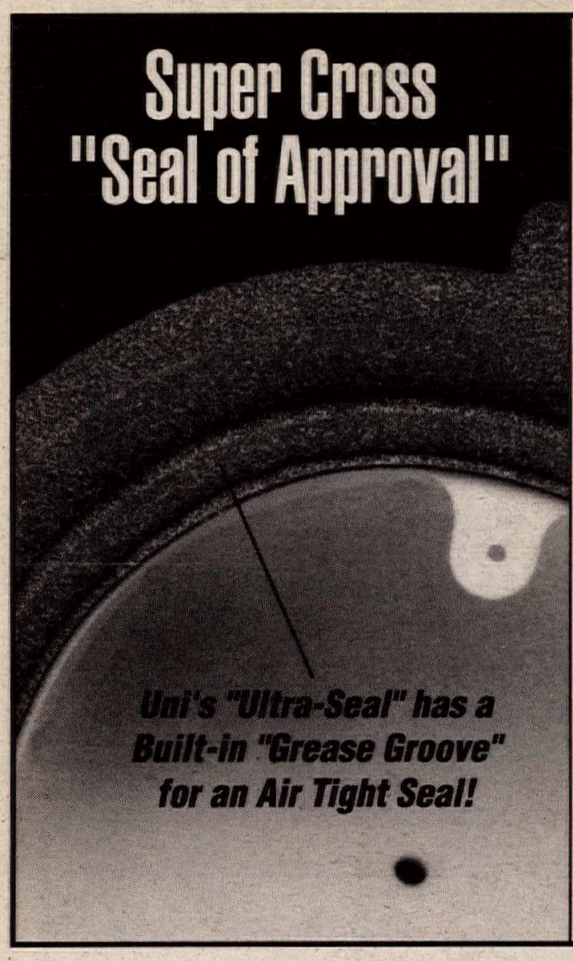

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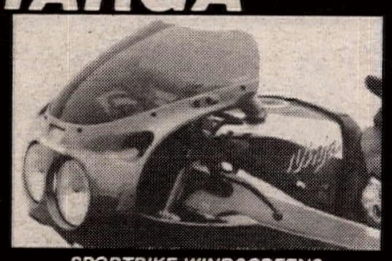

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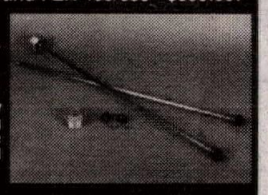

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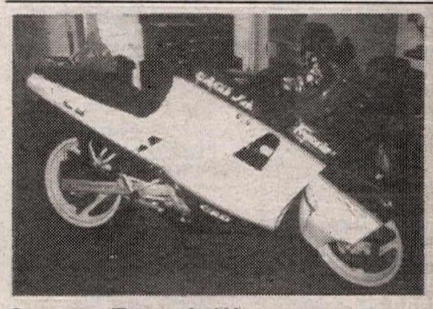

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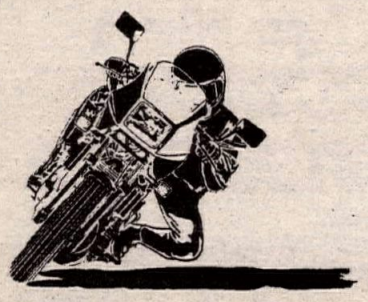

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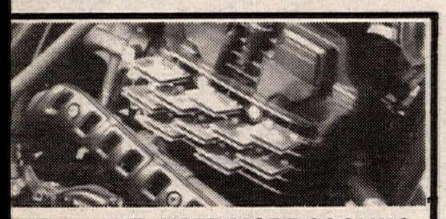

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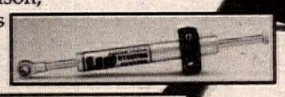

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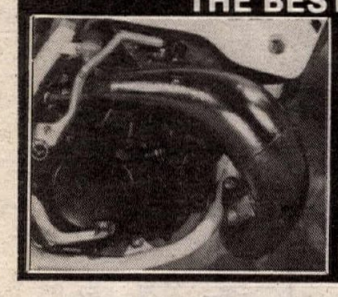

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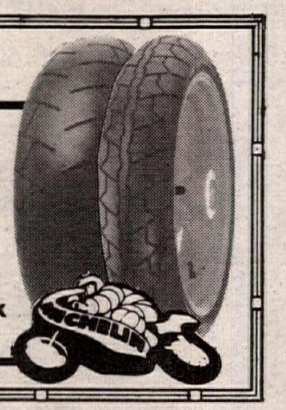

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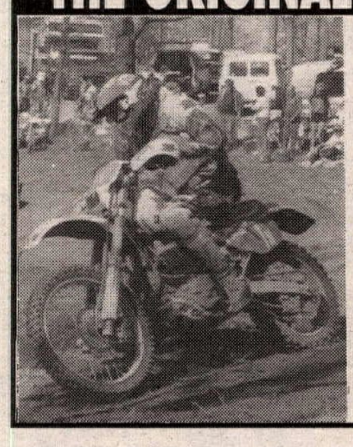

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Kenny Kopecky Suz
Rick Kovacs Suz
Robbie Dowie Hon
Nigel Gale
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James Randolph Yam
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Stephen Bartell Kaw
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Ron Ringsrud Suz
Jodi Alcalay Kaw
F-SGL
Andy Milton Yam
Trevor Dunne Gil
Nick St. Laurent Hon
Eric Sherrer Hon
Rick Thompson Yam
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Raymond Hathcock Yam
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Jeffery Barton Yam
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Rick Kovacs Suz
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Scott Conaway Yam
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Orlando Pablo Suz
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Jeff Rohn Kaw
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Log Road MX
Coldwater, MI
Aug. 25
By Arthur Mabry

125 EX
David Beckington
Kevin Church
Ronnie Weatherholt
Johnny Putnam
Jeff Fletcher
250 OPEN EX
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David Beckington
Kip Bigelow
Brian Post
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85 EX
Nicholas Wey
Travis Peterson
Chris Beckington
Tony Anderson Jr.
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Shay Fisher
Adam Martin
Dan Kendall
Jeff Beerbower
Douglas Zimmerman
125 INT
Adam Martin
Joe Oehlhof
Jeff Beckle
Jim Post
John Carr
250 OPEN NOV
Ray Solarski
Paul Barone
Daniel Ott
Scott Darling
Jamie Winger
125 NOV
Chad Blaker
Kenny Swihart
Dan Himebaugh
Mike Youngpeter
Brian Kitzmiller
85 NOV
Mark Hershberger
Donnie Weatherholt
Russell Swihart
Christopher Lowell
Mathew Martin
SR 40+
Harvey Smith
Dan Post
Doug Hammond
Doug Langdon
Charles Martin
VET 30+
Wayne Case
Barry Mayo
Brian Evans
Jeff Beerbower
Bob Bolenbaugh
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Chris Bender
Troy Baiser
Tim Briggs
Doug Cottle
Tony Martinez
125 BEG
John Miller
Jeremiah Slayton
Robert Rice
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Memphis,TN
Aug. 24
By Judy Sides

50 MINI
Dallis Clark Hon
Dallas Williams Yam
Brad Iley Hon
Brian Spahr Yam
Damon Prince Yam
60 MINI
Stuart Camaron Kaw
Chris Smith Kaw
Scott Spahr Kaw
A.D. Waits Hon
Michael Holland Kaw
80 JR
Jason Lipe Kaw
David Holland Kaw
Jacob Taylor Suz
80 SR
Joe Gurley Hon
Brad Ballentine Kaw
Brian Barker Suz
Brandon Taylor Hon
Paul James Suz
125 INT
Jason Sides
David Burnett Hon
Danny Akins Hon
125 OPEN BEG/NOV
Todd Ashabranner Hon
Rickey Jones Hon
125 BEG
David Staggs Hon
David Barnhart
Corey Forsythe Suz
Tony Brocato Hon
Brian Coe
SR +25
David Burnett Hon
Brooks Holcomb KTM
Quinn Cain Hon
SR +35
Pat Freiburger Hon
TR ENDR
Jerry Carter Hon
Tom Sullivan
250 BEG
Barton Ligon Hus
Alan Hamilton Yam
Paul Piper Hon
Kenneth Maddox Yam
250 OPEN BEG/NOV
Brooks Holcomb KTM
Peter Hubbard Hus
250 INT
David Burnett Hon
Jason Sides Hon
250 NOV
Austin Waits Hon
Peter Hubbard Hus

Motocross
FreLin Motorsport Park
Utica, MI
Aug. 24

50 MINI
Ronald Ledbetter Yam
Jerod Whipple Yam
Corey Paulsell Yam
60
Derek Rose Hon
80 SR 12-15
Jonathan Dreher Kaw
80 JR 7-11
Joshua Woods Yam
Carey Paulsee Yam
80 C
Christopher Huso Hon
Rich Brogan Kaw
Nicholas McNenly Kaw
125 JR
Kirk Deboer Suz
Chad Miller Hon
Todd Hart Hon
30+
Darrel Hiltz Hon
Robert Karalio Hon
Mark Bartreau Yam
40+
George Jilliam Kaw
50+
Charles McConnell Kaw
Robert Freichel Hon
William Foster Kaw
16-24
Tray Minard Hon
Carrie LaBlanc Suz
125 A
Jason Fletcher Hon
125 B
Jeff Sykes Suz
Jeff Qud Kaw
Chad Miller Hon
125 C
Mark Chaffee Hon
James Winter Kaw
Rich Billbury Suz
250 A
Jason Fletcher Hon
Paul Lewis Yam
250 B
MArc McLaughlin Hon
Robert Ratliff Hon
250 C
Paul Peterson Yam
Scott Treichel Hon
Dan Brinks Hon

Motocross
FreLin Motorsport Park
Utica, MI
Aug. 25

50 MINI
Ronald Ledbetter Yam
Jerod Whipple Yam
Cary McDermitt Yam
60
Bud Higley Kaw
Ryan Dusci Kaw
Derek Rose Hon
80 JR 7-11
Randy Valade Suz
Steve Kurchak Yam
Randy Daviak Suz
80 SR 12-15
Ryan Valade Suz
Ryan Hartwig Kaw
Nathan Miller Kaw
80 C
Chris Huss Hon
Nicholas McNenly Kaw
Rick Daviak Suz
125 JR
Todd Hart Hon
Kirt Deboer Suz
Chad Miller Hon
30+
Gary Seibert Kaw
Darrel Hiltz Hon
Patrick Tilley Hon
40+
Howard DuRussell Yam
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Dennis Krause Yam
50+
Charles McConnell Kaw
Barney Arendsen Yam
Harold Roat Suz
16-24
Keith Wioneek Yam
Tray Minard Hon
25+
Jeff Himanek Hon
Todd Stewart Hon
Caurtney Riester Hon
125 A
Allen Horne Hon
125 B
Doug Dehaan Suz
Tony Bauer Hon
Jeff Qud Kaw
125 C
James Winter Kaw
Jason Lake Hon
Rich Billbury Suz
250 OPEN A
Allen Horne Hon
Paul Lewis Yam
Todd Stewart Hon
250 OPEN B
Greg Ferguson Suz
Chad Miller Hon
ScottLadensack
250 OPEN C
Nicholas Wood Yam
Matthew Zandi Yam
Todd Vandegiesson Hon

Motocross
Swan MX Park
Tyler, TX
Aug. 25
By Kat Spann

50
Jeffery Antwine Suz
Jesse Moore Yam
60
John Adam Kaw
Eric Hodge Kaw
Jeff Middleton Kaw
Alex Hendricks Kaw
Josh Middleton Kaw
80 BEG
Tommy Brock Suz
Travis Williams Yam
David Tans Suz
Rodney Hack Suz
David Lott Kaw
80 NOV
Chris Piccola Kaw
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Travis Spann Suz
Jeff Smith Suz
William Hitchcock Suz
Shad Morris Kaw
125 BEG
Troy Schleuning Kaw
Nathan Smith Yam
David Eaton Kaw
Greg Hoffman Hon
Jamie Guide Suz
125 NOV
Chris Smith Yam
James Stubblefield Yam
Joel Polston Suz
Brian Colmer Hon
Shawn Mardis Hon
125 INT
Brian Carlson Kaw
Michael Gage Kaw
Greg Gammons Yam
Justin Stevens Kaw
125 EX
Shane Edwards Suz
125 OPEN
Donnie Margraves Kaw
Brian Colmer Hon
John Lowery Yam
Michael Kincaid Suz
Adam Florey Kaw
250 BEG
David Sellars Hon
Patrick Kelly Suz
Adam Sloan Yam
Colen Addington Kaw
Donald Nicholson Kaw
250 NOV
Lorenz Wilkerson Kaw
Tony Watkins Yam
Jodie Peterson Yam
James Moore Kaw
Kirk Cook Yam
250 INT
Brian Carlson Kaw
Donnie Margraves Kaw
500 AM
Jimmy Ewing Kaw
Norman Reed Kaw
OVER 25 AM
Donnie Margraves Kaw
Brian Colmer Hon
Randy Stubblefield Yam
OVER 30 AM
Scott Isbell Yam
Jimmy Ewing Kaw
Jodie Peterson Yam
Douglas Hall Yam
Terry Burshart Hon
OVER 40 AM
JimmyMoore Hon
Danny Moore Suz
Bob Patterson Hon
'86 OLDER
Douglas Hall Yam
Ronnie Welch Kaw
Mark Thompson Hon
Bob Peterson Hon
Blake Nerron Kaw

Motocross
Burleson MX Park
Burleson, TX
Aug. 25
By Kat Spann

50
Dusty Fountain Yam
Logan Williams Yam
Christy Czajkowski Yam
Ryan Franks Yam
60
Joshua Bridges Kaw
Dusty Fountain Kaw
Justin Bates Kaw
Douglas McCumsey Kaw
80 BEG
Bruce Anderson Hon
Casey Steale Kaw
Alan Kirkton Kaw
Chad Trawick Suz
James Johnson Kaw
80 NOV
Kris Neubauer Suz
Chris Torrance Kaw
Jason Eckhoff Kaw
Shawn Smith Hon
Jeff Young Kaw
80 OPEN
Kris Neubauer Suz
Jason Eckhoff Kaw
Robert Gordon Kaw
Jeff Young Kaw
Ryan Rector Kaw
125 BEG
Eddie Moderow Kaw
Jeff Grer Kaw
Robert Johnson Kaw
Joey Sucamele Kaw
125 NOV
Scotty Rice Kaw
Karl Gauldock Kaw
Tommy Rapp Hon
Seth Bartley Kaw
Brad Faircloth Kaw
125 INT
Chris Daubitz Kaw
Matt Feil Kaw
Matt Coleman Suz
Brook Fluker Kaw
125 EX
Jeff Talley Hon
125 OPEN
Brook Fluker Kaw
Chris Daubitz Kaw
Bob Abbott Hon
Seth Bartley Kaw
Jason Joblin Kaw
250 OPEN BEG
Mike Street Yam
Kelly Whitney Kaw
Brian Sarelow Hon
Jerry McIntyre Kaw
Sheldon Rosenbaum Suz
250 NOV
Alan Bell Hon
Danny Burnap Kaw
Rodger Barton Hon
John Carter Kaw
Brian Thomason Hon
250 INT
Keith Mundie Kaw
Matt Feil Kaw
250 EX
Jeff Talley Hon
OPEN 500
Rick Humphries Hon
Greg Franks Yam
Chris Barton Kaw
Mike Klement Hon
Ray Arnold Hon
0-25 NOV
Alan Bell Hon
John Carter Kaw
Rodger Barton Hon
Mike Klement Hon
Les Briscoa Yam
0-25 EX
Keith Mundis Kaw
Bob Abbott Hon
Terry Dickey Hon
0-30 NOV
J.D. Bracken Hon
Charles Holmes Kaw
John Talbot Hus
0-30 INT
Chester Czajkowski Yam
Rick Humphreys Hon
Joe Busby KTM
Scott Hibbard Kaw
0-30 EX
Billy Smith Hon
Myron Freund Kaw
Terry Dickey Hon

Motocross
Vintage MX
Burleson MX Park
Burleson, TX
Aug. 25
By Kat Spann

MSTR
Billy Smith Hon
John Fricke Hon
Joe Busby CZ
Bobby Lucas Pen
Paul Burnett Hon
INT
Rick Humphreys Hus
Jack Thompson Pen
Marty Foran Yam
Tony Moseley Kaw
Gary Moore Yam
AM
Mike Hance Yam
John Burton Hon
Edward Hixon Suz
Robert Glover Yam
David Allard Pen

Short Track
Trail-Way Spdwy
Hanover, PA
Aug. 25
By Len Breech

200 B
Todd Winsett Hon
Paul Lynch Hon
John Winsett Suz
Nick Arment Suz
250 A
Mike Varnes Yam
Eric Sassaman Yam
Chuck Buchanan Suz
Randy Shank Kaw
Ace Phillips Mai
250 B
Paul Lynch Hon
Chuck Blessing Yam
Don Johnson Yam
Shawn Hancock Yam
Jason Lhevreux Kaw
55
Bill Stillwell Kaw
Jimmy Owens Yam
Justin Imbody Yam
600 A
Kevin Varnes Rtx
David Lesniak Rtx
Mike Hacker Rtx
Gary Foard Rtx
Robert Miller Rtx
600 B
Jack Franklin Hon
Rick Hawk Yam
Shawn Rathstein Hon
Jeff Sassaman Yam
Rick Johnson Yam
600 PRO
Bob Sweeten Rtx
Mike Klopp W-R
Dave Miller Hon
Ken Yoder Rtx
65
Jake Johnson Kaw
Ben Walters Kaw
Benjamin Miller Yam
William Russell Hon
Bill Stillwell Kaw
750
Bob Sweeten H-D
Joe Gately Tri
Eric Sassaman Tri
Clarence Bull Yam
Bill Allen Yam
85
John Winsett Suz
Mike McKee Kaw
Tom Skethway Hon
Don Mullen Yam
Brandon Bills Yam
SR
Bob Sweeten W-R
Joe Heberling Yam
Richard Foard Rtx
Dave Miller Hon

Motocross
Cedar Lake MX Pk
Byhalia, MS
Aug. 25
By Judy Sides

80 SR
Josh Valure Hon
Jor Gurley Hon
Richard Lawrence Hon
Kevin Clark KX
80 JR
Demarco Guiden Hon
Jamie Thompson Kaw
125 BEG
Jeff Roberts Hon
Brian Coe Hon
Phillip Nelson Kaw
Shawn Thompson Kaw
125 INT
Cary Morris Hon
Kevin Knight Hon
SR 35+
Gayland Bennett Hon
125 NOV
Perry Tomlinson KX
Keith Guiden Hon
Kent Green Yam
125 OPEN
Quinn Cain Hon
250 OPEN
Billy Edwards Hon
250 BEG
Alan Hamilton Yam
Michael Dubert Yam
Ken Wilkins Hon
Dimitri Harris Hon
Charles Johnson Hon
250 NOV
Austin Waits Hon
Chris Cornelison Hon
250 INT
Cary Morris Hon
David Burnett Hon
Fletcher Lambert Hus
Kevin Knight Hon
Steve Childress Suz

Motocross
Tri-State M.C.
Butler, IN
Aug. 25

AUTO
Nick Vargo Yam
Levi Krider Yam
Mike Brown Yam
60
Nick Zappia Kaw
Nathan Smith Kaw
80 B
Nick Zappa Kaw
Tim Garber Hon
Quincey Vanator Yam
125 A
Connie Feist Hon
Mike Hershberger Hon
Kurt Meck Hon
125 B
Duane Griffis Suz
Mork Dust Hon
Bob Pryor Hon
125 C
Kevin Hentz Hon
Dave Huey Hon
Jeff Oslhafer Suz
250 C
Dave Huey Hon
Rod Springer Hon
Rob Longarder Suz
250 B
Kerry Burden Hon
Ed Yohe Suz
Steve Smith Hon
250 A
Connie Fiest Yam
Joe Chisholm Hon
OPEN
Steve Schlaback Kaw
George Myers KTM
Ross Vanator Hon
16-24
Kerry Burden Suz
Jeff Oslhafer Suz
Jason Erington Hon
25+
Connie Fiest Yam
Kurt Meck Hon
Joe Chisholm Hon
30+
Connie Fiest Yam
Dan Heingartner Suz
Tom Landis Yam
40+
Roy Maley Hon
George Wilenski Hon
Robert Brown Hon

Motocross
Sacramento Rcwy
Sacramento, CA
Aug. 30

50 STK
Anthony Scarpoini Yam
Trevor Hoffman Yam
Matthew Bainard Yam
Robby Lawrence Yam
Anthony Valdez Suz
50 MOD
David Gassin Yam
Jacob Overle Yam
Tyler Hoffman Yam
60
Robert Blake Kaw
Kevin Christensen Kaw
Jason Evans Yam
Trevor Hoffman Hon
Robby Couse Kaw
80 BEG
Tim Dughman Yam
David Holloway Suz
Nathan Craig Kaw
Cody Schultz Hon
Robby Couse Kaw
125 BEG D-1
Norick Abe Hon
Robert Runkle Hon
James Foran Suz
Zeb Spiller Hon
Gary Smedstead Yam
125 BEG D-2
Robert Runkle Hon
Norick Abe Hon
Zeb Spiller Hon
250 BEG
Bobby Deason Suz
Wes Hammon Hon
Scott Dimaggio Suz
Rod Lawley Hon
Kevin Vallem Yam
250 JR
Kenny Miller Hon
Shawn Parks Kaw
500 BEG
Pete Pearson Kaw
Mike Oberle Kaw
Earl Pearson Kaw
Robert Woerle Kaw
Todd Irish Hon
125 JR
Kenny Davis Hon
Jason Garcia Hon
Matt Kreeger Hon
Shawn Parks Kaw
David Krupp Hon
VET JR
Greg McKenzie Yam
Steve Hernandez Hon
bobby Bondurant Kaw
John Frank Yam
Bob Blake Hon
VET INT
Brian Pecore Kaw
Mark Lagomarsino Kaw
VET EX
Randy Pockrandt Suz
PRO
Eric DuCray Hon
INT
Mike Graves Kaw
Jeffrey Brownlee Suz
Rich Facciano Hon

Cross Country
Waco MX Park
Waco, TX
Aug. 25
By Bill Autry

O/A
Tom Elmke
OPEN EX
Tom Elmke
Bert Reynold
David Culpepper
250 EX
Rick Denny Jr.
Robert Gallegoes
Shannon Eads
200 EX
Kyle Barbour
Ray Jennings
Tony Gallegoes
125 EX
Steve Lahatte
Oliver Benets
Steve Morgon
PRO
Dean Lane
Donnie McMillon
Brook Mathews
0-30 EX
Greg Edgerton
Eddie Burdett
Steve Mack
0-38 EX
Scot Roberts
Mike Eads
Eddie Gillis
0-45 EX
Loyd Morgan
Larry Perry
Dusty Tower
250 INT
Bret Mayo
Kent Climer
Wayne Bush
0-30 INT
Larry Gimmerman
Edward Hayes Jr.
Chris Dilligner
0-30 INT
Richard Thorn
Kirby Holtzolaw
Robert King
0-45 INT
Dave Neilson
Charl Pritchet
Larry Dodson
OPEN AM
Dale Talbert
Brent Nalley
Darryl Norris
250 AM
Richard Blasingame
Jim Waddel
Pam Schiller
200 AM
Jason Storm
Scott Zahner
Luke Masterson
125 AM
John Verity
Mike Baxter
Steven Davis
0-30 AM
Mike Medford
David Ruff
Lance Vickers
0-30 AM
Harry Husberg
James Martin
Gene Filker
0-45 AM
Mike Thompson
Steve Hultman
Jake King
MINI AM
Charly Bogard
Jason Cook
Ron Daniel
LADIES AM
Karrie Hodges
Susan Dunlop
Laura Handcock
LADIES EX
Mandie Dejarneatt
Deb Monte
Cynthia Weeks

Motocross Sinisalo Summer Series Final Point Standings Chico, CA Aug. 30 By Michael Rich

P/W
Eric Nye 160
Brandon Boyd 147
Amanda Lahr 124
Dan Fowler 123
Kevin Shimizu 117
60 NOV
Chris McAvoy 169
Steven Shimizu 146
Eric Hagen 144
Jeremy Wright 83
Amanda Lahr 34
60 JR
E. Laughridge 158
Nikki Harris 152
MINI NOV
Nathan Peterson 169
Casey Weeks 127
J. Laughridge 120
Josh Fisher 113
Wes Curry 99
MINI JR
Justin Brown 130
Dennis Springs 57
Jerry Harvey 40
Cody Crawford 20
Jason Sturdvan 18
Eric Williams 18
125 NOV
Dusty Fowkes 120
Lee Richards 113
Justin Brown71
Harold Sack 59
Justin Puzz 56
125 JR
Darrin Pierce 71
Michael Rich 55
Kieth Wood 20
Terry Beal 20
Jeff Elder 18
Steve Kesterson 18
OPEN NOV
Mike Sage 40
Ken Bellamy 35
Richard Millan 34
Tome Jones 34
D. Schroder 20
250 NOV
Vic Hagen 159
Rick Benson 152
Wayne Taylor 63
Harold Sack 31
Robert Briers 28
250 JR
Jerry Douglas 76
Aaron Rogers 69
Bryon Parsons 53
Scott Averill 35
Dean Harper 20
Derrek Watkins 20
Chris Verboom 20
INT
Jason Ritchey 143
Jim Ferguson 84
Mike Crull 75
Rob Bevens 67
Darrin Delorme 54

Road Race AMA C'ship Cup Series Blackhawk Farms S. Beloit, IL Aug. 24-25

EX SOLO GTO
Michael Hunter Yam
Robert Meister Hon
Mike Karm Suz
David Hansen Suz
Rick Breuer Hon
AM SOLO GTO
Kevin Wiater Kaw
Derek Struye Yam
James Milroy Jr. Suz
Mike Murphy Suz
Mike Rossi Suz
EX SOLO GTU
Michael Hunter Yam
Robert Meister Hon
Robert Delie Yam
Jack Kainz Yam
Kevin Suezewski Yam
AM SOLO GTU
Glenn Scherr Hon
Brad Dunkel Yam
Ed Berndt Jr. Yam
Richard Czubek Hon
Jim Will Yam
EX U/L S/SPRT
Mike Karm Suz
David Rosno Suz
Harrison Warren Yam
Curtis Pimentel Suz
EX H/W S/TW
Robert Meister Hon
Chris Hellarnd Duc
Kenneth Paulson Duc
Charles Lang Duc
Walter Sakowski Duc
AM H/W S/TW
Mike Rossi Duc
Dave Bollow Cag
Dave Moon Duc
Todd Nordby Kaw
Houston Heizer Duc
EX L/W S/BK
David Doe Yam
Michael Golden Yam
Larry Cohee Yam
Rodney Smits Yam
David Folz Yam
AM L/W S/BK
Richard Greco Yam
Christopher Tindall Yam
Michael Pisano Yam
Douglas Farbar Yam
Danny Milner Yam
EX M/W GP
Michael Hunter Yam
Robert Meister Hon
Paul Noble Yam
Kevin Graham Yam
Chris Helland Duc
AM M/W GP
Glenn Scherb Hon
Ed Berndt Jr. Yam
Brad Dunkel Yam
Stephen Wright Yam
Jim Will Yam
U.S. TW SPRTS
Shawn Higbee H-D
Dick Fisher H-D
Al Charles H-D
EX H/W S/SPRT
Alan Bertagnoli Suz
David Rosno Suz
John Erdrich Kaw
Rick Breuer Hon
Marc Brown Kaw
AM H/W S/SPRT
Derek Struye Yam
James Kilroy Jr Suz
Mike Murphy Suz
Mike Rossi Suz
Craig Ellis Suz
EX L/W GP
Michael Hunter Yam
Jeff Vos Suz
David Doe Yam
David Cohee Yam
Rodney Smits Yam
AM L/W GP
Richard Greco Yam
Tim Keen Yam
Michael Pisano Yam
Douglas Farbar Yam
Christopher Tindall Yam
EX M/W S/SPRT
William White Yam
Jack Kainz Yam
Kevin Graham Yam
Keith Olliges Yam
Gary Lenzmeier Yam
AM M/W S/SPRT
Glenn Scherr Hon
Brad Dunkel Yam
Darren Kudick Yam
Jim Will Yam
Russell Rapp Yam
EX SPTSMN
Walter Sakowski Yam
Charles Lang Duc
AM SPTSMN
Matt Tucker Kaw
Billy Fehman Kaw
Don Allen Hon
Alan Hubb Yam
Timothy Fedler Kaw
EX H/W S/BK
Alan Bertagnoli Suz
Robert Meister Hon
John Erdrich Kaw
David Rosno Suz
Bobby Franklin Kaw
AM H/W S/BK
Steve Douville Suz
Kevin Wiater Kaw
Richard Czubek Hon
James Kilroy Suz
John Murphy Suz
EX L/W S/SPRT
Michael Lower Yam
Terry Bandstra Yam
Michael Kremer Yam
Richard Fitzgerald Yam
David Folz Yam
AM L/W S/SPRT
Richard Grego Yam
Douglas Farbar Yam
Danny miumer Yam
Tim Kieper Yam
Todd Larson Yam
EX L/W S/TW
Robert Meister Hon
Chris Helland Duc
Kenneth Paulson Duc
Charles Lang Duc
Dave Bradford Nor
AM L/W S/TW
Matt Tucker Kaw
Dave Gollon Cag
Timothy Fedler Kaw
Dave Moon Duc
Alan Hubb Yam
EX M/W S/BK
Robert Meister Hon
Kevin Suezewski Yam
William White Yam
Jack Kainz Yam
Robert Delie Yam
Keith Ollibes Yam
AM M/W S/BK
Glenn Scherr Hon
Brad Dunkel Yam
Russell Rapp Yam
Ed Berndy Jr. Yam
Stephen Wright Yam
EX U/L GP
Michael Hunter Yam
Robert Meister Hon
Mike Karm Suz
Kevin Siezewski Yam
Alan Bertagnoli Suz

Hare Scrambles Eagle Creek Pk Grant County, KY Sept. 1 By Evelyn Darlington

HI O/A
Scott Summers Hon
125
Gary Smith Hon
Sean Souder Yam
Danny King Hon
Randy Lester Hon
200
Bill West ATK
Andy Hardin Kaw
Tom Huey Jr. Hon
Guy Stump ATK
250
Ron Kersey Yam
Barry Howard Hon
Chris Hartlager KTM
John Black Yam
Jamie Bramblett Suz
OPEN
Chris Burke KTM
Kent Anness Hon
Glen Richie KTM
Duane Anderson ATK
Chris Cohee Kaw
OPEN SR
A.J. Spicer ATK
Keith Morgan KTM
Tom Farwell ATK
S/SR
Ronald Black Kaw
4-STRK
Rick Nowak Hon
Glen Nichols Hon

Motocross CMJ Raceway Hixton, WI Aug. 4

MINI JR
Dan Schultz
Eric Paulson
Rob Landolt
Kely Schultz
Rob Kultgen
MINI SR
Andy Bowman
Todd Mayer
Jason Wallace
Jim Oversell
Jason Seeley
125 JR
Travis Aho
Shad Winget
Ken Masch
Dan Phillips
Brad Baumann
125 A
Junior Jackson
Kevin Papack
Bob Behrens
Rusty Ott
Jim Nelson
125 B
Travis Aho
Troy Schoden
Todd Warner
Marty Safton
Jason Wright
125 C
Ted Coplien Jr.
Mike Bethke
Neil Forman
Chad Van Calster
Dennis Jockman
250 A
Junior Jackson
Eron Ezerins
Jeff Melcher
Eric Wedemayer
Waylon Dupee
250 B
Dale Gustafson
Jeff Cirtack
James Gallager
Tom Moore
Ray Peeples
250 C
Dan Carstensen
Jim Holmes
Jeff Leer
Lloyd Marks
Lee Steffens
OPEN
Ron Lechien
Bob Behrens
Rob Faduenz
Jon Julton
Erics Ezerons
MSTR
Todd Baker
Mike Wiedmeyer
Todd Schmitz
Al Eckardt
Gary Walkowski
VET
Jim Nelson
Chuck Kingstad
Mike Modjewski
Tom Drefzka
Doug Hay
VINT
Tom Troglio
Mark Schellinger
Gary Philbrick
Gerord DeGrand
Carl Vogelsang
SR
Aldo Pezzi
Frtiz Huebner
Hank Bronowicz
Dave Arva
Mike Micheli

Motocross NESC Southwick, MA Aug. 25

85 BEG
Mike Call Suz
Matt McKenna Hon
Henry Komosa Suz
Pat Sullivan
Marc Decormier Kaw
85 JR
Adrian Colon Kaw
Ryan Heilman Suz
Jon Keegano Yam
Keith Labonne Yam
John Silva Kaw
85 ADV
Clint Rooney Hon
Gery Lashway Kaw
Gary Collette Suz
Jason Boron Kaw
Richard Rogers Suz
125 BEG
Mark Waterman Kaw
David Griff Suz
Paul Dlugos Kaw
Kevin Bulk Yam
Greg Martin Hon
125 JR
Zack Keenan Hon
Matt Tremblay Kaw
Tom Giles Suz
Jason Fitzgerald Kaw
Dennis Collier Hon
125 ADV
Ron Tipple Hon
Damien Plotts Hon
Gerry Lashway Kaw
Bill Delanzo Hon
David Souza Kaw
125 NOV
James Woeller Hon
Matt Bennett Kaw
David Remenik Hon
Mark Adams Yam
Ben Dondarumma Suz
250 NOV
Dn Sholes Hon
David Ouelette Hon
Brian Viveros Hon
Larry Forget Yam
Ed Spencer Kaw
OPEN NOV
Brian Stepanik Yam
Mike Decobellis Hus
Jim White Yam
Donald Withee Suz
Ed Spencer Kaw
125 AM
Damien Plotts Hon
Mike Perron Kaw
Dennis Bourque Hon
Chris Harris Suz
Jeff Carmignani Kaw
200+ AM
Bill Delanzo Hon
Tom Wood Kaw
Bill Belmore Kaw
Mark Jurgilwicz Hon
Gary Williams Kaw
OPEN AM
Randy Robare Suz
Chris Knuth Hon
David Puffer Suz
Erik Robie Suz
Scott Lecour Hon
125 EX
Pat Barton Suz
Doug Henry Yam
Bill Dzielak Hon
Scott Carter Suz
Joe Waddington Suz
200+ EX
Pat Barton Suz
Kurt McMillen Hon
Doug Henry Yam
Mike Treadwell Suz
Tony Lorusso Yam
VET AM
Chris Knuth Hon
Mike Walsh Kaw
Mark Malonson Hon
Bruce Bussolini Hon
Joe French Suz
VET EX
David Clemence KTM
Joe Ferrini Yam
Louis Pirotte Hon
Warren Rutherford ATK
George Denke Suz
SR NOV
Rick Barlik Hon
Bob Swatik Kaw
Breue Andruskiewicz Yam
Kevin Kennedy KTM
Bob Baer Kaw
SR AM
Jack Weaver Yam
Jim Satryb Suz
Gary Mikalsonn Yam
Ron Vincent Yam
Ed Longacre Yam
SR EX
Joe Mikalson Hon
Jim Meenan Suz
Craig Seekins Suz
Richard Crooker KTM
David Clemence KTM
40+
Louis Pirotte Hon
Bob Swatik Kaw
Lou Colon Kaw
Jim Simone Kaw
Bob Sterner Hon

ADVERTISERS INDEX

202 Racing 41
A&A Racing Service 43
Action Yamaha Of Edison 42
Aerostitch Riderwear 45
Aircone Inc 42
Al Baker Racing 40
Allsport Salvage 49
AMA Pro Racing 33
American Honda 42
American MC Institute 48
Andrews Honda/Suzuki 48
Andrews Yamaha-Kawasaki 48
Arai Helmets 40
ATK Motorcycles 46
Avon Tire 38
B.J.'s ATV Rentals 49
Baja Commander Tours 46
Baja Off Road Tours 41
Bakersfield Short Track TT 37
Banzai Bros 39
Barnett Tool & Engineering 49
Barr's Competition 47
Bates Industries 47
Beach Yamaha 46
Bel Ray 39
Bell Helmets 47
Bert's Motorcycles 37
Bimota 45
Blendzall 43
Bley Engineering 39
BMW Of Daytona 40
BMW Of North America 49
Boyesen Engineering 40,48
Branson Products 45
Buell Motor Co 42
Buzco Enterprises 35
Cagiva North America 49
Calhoun Maico 40
California Racing Prod.-Perris 41
California Racing Prod.-Visalia 48
Carb Parts Warehouse 43
Carl's Honda 42
Carolina Wheels & Props 40
CC Specialty 47
Championship Cup Series 41
Chaparral Cycle Supply 47
Chariot Mfg. Co 41
Charleston Custom Cycle 40
Chris Agajanian Presents 36
Clarke Mfg. Co 49
Clet's Motorcycles 49
CN Dual Sport Jamboree 21
Connecticut Cycle Works 46
Continental Mtrspt Club 37
Corbin Seats 39
Cosmopolitan Motors 47
CRC 36
Cutler Ridge Cycles 45
Cycle Express 48
Cycle Recyclers 45
Cycle Specialties Athens 48
D&D Motorcycle Service 42
D&D Performance Exhaust 48
D J's Cycle Cruise 49
D.I.D. 41
Datatool USA, Inc. 49
Daytona Int'l Spdwy 34
DeAnza Cycle Park 37
Debrich Enterprises 49
Dennis Kirk 48
Denver Used M/C Parts 38
Devol Engineering 40
Dick Burleson Sports 43
Dirt Squirt 47
Donnie Hansen MX Academy 46
Downers Grove Yamaha 47
Dublin Kawasaki 45
Dunlop Tire 47
East Coast Cycle Salvage 41
East Coast Suzuki 49
Engine Dynamics Co 38
Enzo Racing 39
Eric's Motorcycle Co 47
European Cycle Specialties 43
Extrude Hone Abrasive 40
F&L Company 38
Factory Connection 46
Factory Pipe Products 41
Falicon Performance Eng 38
F.A.S.T. 25
Fast By Ferracci 39
Fine Line Racing 42
Finish Line Products 39
Fischer Competition Cyc 47
Flat River Grand Prix 33
FMF 46
Fredette Racing Products 47
Freedom Cycles 48
Freewheeling Honda-BMW 42
Fun Bike Center 45
Fyex Exhaust Bras 46
Gary Bailey's MX School 47
Gary Emig Racing 47
Gary Surdyke Cycles 46
Gio CA Moto 47
Goat Breker's GFI Racing 37
Gustafsson Plastics 42
H&H KTM 47
Halls Harley-Davidson 48
Harley Davidson Motor Co. 13
Hayward Honda 42
Heid's Hodaka 48
Hogan Cycles 49
Holliday Canopies 43
Honda Of Atlanta 42
Honda/Suzuki Of Pomona 41
Howard Motorsports 46
Hugh's Bultaco 41
Husaberg America 40
Hy-Tech 45
I.C.O. 38
Illinois Cross Country Cship 35
Indigo Sports 46
Info-Sport 49
Inland Empire Suzuki 40
Int'l Cycle Events 46
Inter-State Oil Co 46
International Motorsport 40
International Speedway 37
J&W Performance Cycle 45
J N Innovations 45
Kawasaki Motor Corp. 17
Ken Maely Enterprises 40
Klemm Research 45
Koup's Kawasaki, Inc. 47
KTM Of America 42
KTM of Mojave 40
Kustom Kraft Perf Spec 46
LA Sleeve 35
Lamson Porting 39
Lockhart Consumer Prod. 49
Lou's Leathers 40
M.C.C. 41
M.J.B. Chrome Plating & Polish 39
Magnum Distributing 48
Maier Manufacturing 43
Malcolm Smith M.C. 36
Manchester Sport Center 47
Mantis Race Products 45
Maxima Racing Lubricants 43
McGraw Insurance Services 38
Megacycle Engineering 48
Metzeler Motorcycle Tire 38
Michelin Tire Corp. 47
Mike's Cycle Parts 48
Mikes Cycle Supply 47
Mikuni 41
Mission Yamaha 43
Moose Racing 42
Mossbarger Racing 39
Moto America 39
Moto Guzzi Classics 47
Moto Liberty Cycle 42
Moto Line 45
Moto-X Caddy 41
Motorace 29
Motorcycle Performance Center 46
MotoVideo 39
Motul Oil 43
Multi-Air MX Products 40
Muzzy's R&D 43
NMA 35
Nitrous Oxide Systems, Inc. 45
Noleen Racing, Inc. 41
Northwest Sleeve Eng. Wrk 42
Oakland Spt Ctr 33
Old Timers MX Assoc. 34
Orange County Suzuki 40
Performance Machine 43
Perf. Research Organization 45
Peterson's Cycle Salvage 39
Pettersson Pro Suspension 42
Pomona Valley Kawasaki 47
Power Mist Racing Products 47
Pro Action Innovations 41
Pro Circuit Racing 42
Pro Italia Motors 48
Pro Pad Products 40
Pro Plates 39
Pro Sports, Inc. 33,40
Pro Trac Trailers 38
Pro-Tec Dallas Baker 43
Pro-Vue Lenses 49
Progressive Suspension 41
PSI, Inc 40
R&D Racing 36
R.J. Reynolds (Camel) 45
R.K. Chain 39
Race Tech 43
Racing Engine Components 46
Racing Enterprises 36
Rad 'N' Bad 46
Regina Chain 41
Regina USA 38
Rider's Choice 43
Riverside Supercross 29
Ron Wood Racing 39
SRA 34
SBS Proman 43
Scott's M/C & Jet Ski 44
Shoei Helmets 25,48
Shoup Enterprise 43
Slater Bros 41
Sloans Cycle Sales 49
Sole Performance 38
Splitfire Spark Plugs 47
Springfield Fan Club 43
Sprocket Specialists 42
Sprout Patch Competition 35
StarSport Marketing 39
Steve Storz Performance 42
Sudco Int'l 42
Sunstar Engineering 39
Superbike Mike Engineering 47
Suzuki Kawasaki Country 45
Suzuki RM Dealers 5,6,7
Syed Leathers 39
Targa Accessories 38
Team Calamari YSR 36
Team Mefford Restoration 40
Team Smitty Comics 35
Technosel Seats & Stickers 49
Technomagnesio Wheels 46
Texas Kawasaki of Pasadena 46
The Motorcycle Guides 45
The Tryals Shop 42
Thousand Oaks Yamaha/Kawasaki 34
Tire Slick 43
TNT Speed & Sport Center 41
Tony D MX School 47
Too Tech Suspension 40
Top Gun 36
Torco Int'l Corp. 32
Town Center Yamaha 45
Trick Racing Fuel 38
Troy Lee Designs 40
TSR 49
Twigg Cycle 47
Two Brothers Racing 39
Uni Filter, Inc 38
USA Sports 38
Vance & Hines Enterprises 42
Vanson Leathers 39
Varner Racing 49
Video Theater 52
W E R A 37,42
Walt-Schaffer Cycle Sup 48
Web-Cam 42
Wheel Works 36
White Bros Cyc Spec 43,45
Wide Open Racing 47
Williamsville Welding 44
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(#65) Motocross des Nations 1989
America's best motocross champions take on the world in this special 60 minute show from Gaildorf, West Germany. From Motovideo.

(#76) 1989 World MX GP Review
The best of what happened in the '89 FIM World MX GP chase has been captured on this video which vividly portrays what world-level motocross is all about. Suberb footage of the series from Holland, France, Italy, San Marino, Britain, Belgium, Luxembourg and Switzerland. 60 minutes from Powersports Video.

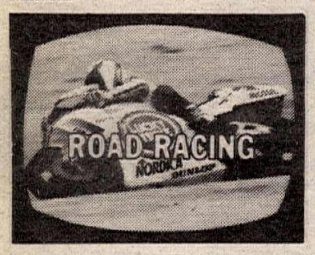
(#162) 1990 AMA Nat'l MX Season Review
Racing highlights from the 1990 season from all 13 outdoor MX Nationals on the AMA circuit. 90 minutes from Powersports Video.

(#150A) '91 Gainesville MX Nationals
Round 1 of the 1991 125/250cc Nat'l. MX Series gets underway in front of 7300 fans at Gatorback Cycle Park as Cooper & Stanton storm Gainesville. 48 minutes from Powersports Video.

(#151A) '91 Sacramento MX Nationals
Privateers reign as Doug Henry & John Dowd score their first National MX wins in this controversial second round of the series in sloppy conditions at Prairie City OHV Park. 48 minutes from Powersports Video

(#153A) '91 Mt. Morris MX Nationals
Brian Swink and Jeff Stanton put on a great show at the 15th annual National MX at Pennsylvania's High Point Raceway before 10,000 fans. 48 minutes from Powersports Video.

(#109) Kamikaze! World Mtn. Bike C'ships
The greatest mountain bike race in the world takes place each year at Mammoth Mountain Ski Area in the California High Sierra. See footage from the last 5 years from these awesome events: Kamikaze Downhill, Observed Trials, Cross Country, Dual (slalom) Challenge, Hillclimb, and more including lots of crashes. If you like bicycles, this video is for you. 60 minutes from Motovideo.



(#78) The American Express
A review of the 1988 FIM World Road Racing 500cc Championships. From Powersports Video.

(#78A)1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo

(#81) United States Grand Prix 1989
From Laguna Seca. Glory for Wayne, near tragedy, plus the fantastic sidecars in action. From Powersports Video.

(#81B) 1991 USGP Laguna Seca
Different than the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 and 250 classes, sidecars too. 52 minutes from GP Video

(#96B) 1991 Australian RR Grand Prix
Round two of the series at the new Eastern Creek circuit, featuring outstanding racing in the 500cc and 250cc classes. Great on-bike camera sequences too. 52 minutes from GP Video.

#(82B) 1991 Spanish RR Grand Prix
Almost 200,000 fans packed the Jerez circuit for the fourth round of the series as Rainey, Doohan and Kocinski battled in the sizzling heat. Includes coverage of 250cc and Sidecar classes too. 52 minutes from GP Video

#(83B) 1991 Italian RR Grand Prix
See 70,000 Italian fans go crazy as Lawson grabs the holeshot on the Cagiva & battle for top position with Rainey and Doohan at Misano. Cadalora and Bradl trade paint on their Hondas in the 250 class, while the Webster/Simmons duo take Sidecars. 52 minutes from GP Video

#(84B) 1991 German RR Grand Prix
Doohan, Schwantz, Rainey, Gardner and the rest put on an intense battle for the entire 18 laps for round 6 at the Hockenheim circuit. Cadalora and Bradl continue their ongoing 250cc battle. 52 minutes from GP Video

#(85B) 1991 Austrian RR Grand Prix
Round 7 of the series took place in near perfect conditions at the ultra fast Salzburgring. Mick Doohan drove his Honda to the limit in a fierce battle with Wayne Rainey, Gardner and Schwantz, for one of the closest finishes ever. Cadalora and Bradl continued their title chase as Cardus set a new 250cc lap record. 52 minutes from GP Video

#(86B) 1991 European (Spain) RR Grand Prix
The 8th round of the GP series was held at the Jarama circuit in Spain, (replacing the Yugoslavian date on the calendar) as the road racing matadors Doohan, Rainey, Gardner and Schwantz provided another thrilling duel. Includes 250cc action with Cardus, Cadalora and Bradl battling for honors. 52 minutes from GP Video.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#80B) 1991 Japanese RR Grand Prix
The 1991 GP Series started out at Suzuka, Japan, seemingly where the '90 series left off — with red-hot racing! What took place is all here in one of the most stunning and surprise-filled videos ever seen. 52 minutes from Motovideo.

(#81A) 1990 USGP Laguna Seca
Rainey races clear of crash-fest at Laguna. Tremendous battle with Schwantz until turn 11 seals his fate. Excellent 250cc class action with Kocinski, Roth & Zeelenburg. From Despain Video.

(#94) Isle of Man 1989
A new King of the Island. Steve Hislop pushes the out-right record to over 121 average speed, six times around the famous 37.7 mile course. 60 minutes. From Powersports Video.

(#94A) 1990 Isle of Man
"The fastest most spectacular, most entertaining, and biggest bike event in the world !" All seven races from the 1990 IOM on a 55 minute show. From Motovideo

(#137) 1991 Daytona 200
enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

(#410) 1990 World Superbike Season Review
Compiled from the best moments of the 750cc World Superbike Series, the 1990 season review offers the most memorable and action-packed footage of each round. From triumph to defeat, across the vigorous tracks of the world, Honda, Yamaha and Ducati lead a fierce manufacturers' fight featuring their top racers: the U.S.' Flying Fred Merkel, France's Raymond Roche, Britain's Rob McElnea, Italy's Giancarlo Falappa and Australia's Rob Phillis. 90 minutes from Powersports Video.

(#12A) The World's Greatest SX Races
Highlights of the most exciting supercross duels ever. Includes 1986 Anaheim Supercross (RJ vs David Bailey), 1987 LA Coliseum (RJ passes entire field to beat Guy Cooper), and 1988 Pontiac Supercross (RJ vs Jeff Ward, as Ward gets stuffed into the Motovideo cameraman). 60 minutes from Motovideo.

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991/50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Pancom from Progressive Design.

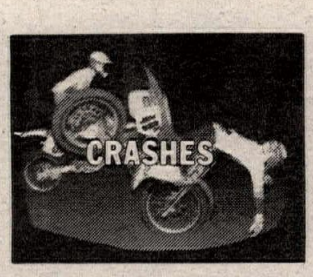
(#117) "Sturgis 1990" 50th Anniversary
The 50th Anniversary Black Hills Motor Classic drew over 300,000 people from all 50 states & 38 foreign countries. this is the "Official Video" of the Rally and covers it well. 75 minutes produced by Pocatello Media group, from Progressive Design.

(#118) 50 Years of Sturgis
When Sturgis was started back in 1938, no one ever dreamed if would grow into the greatest cycling event ever. Now over fifty years later, Sturgis is the Woodstock of cycling. 75 minutes by Panacom, from Progressive Design

(#120) Ride America Package
Experience Ride America - a brand new series of motorcycle videos. Ride two of the greatest motorcycle roads in the United States with multi-award winning film and television director Peter Starr and his guests. Get California's Highway 1 and Colorado's "Million Dollar Highway" for one low price! From Jigsaw Home Video.

(#121) Ride America: Highway 1
This 60 minute video takes you up the legendary northern California coast via Highway 1, from the Golden Gate Bridge on up, for a breathtaking 130 mile journey in your own living room! From Jigsaw Home Video

(#122) Ride Am.: "The Million Dllr. Hwy."
Experience the wonder and beauty of Colorado's Million Dollar Highway in the fall colors season with 130-mile mountain road excursion through the heart of the San Juan Mountains. From Jigsaw Home Video



(#55) MX Crash & Burn Spectacular
The original by Motovideo. 30 minutes.

(#66) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageouus over-the-edge mishaps ever set to the music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#105) SX Thrills, Spills and Chills '90
You've seen the commercials - now buy the video . . . Great entertainment at parties. 30 minutes from Motovideo.

(#125) Bike Havoc
the 1st-ever all-motorcycle "Havoc" video by More Entertainment. Features 55 minutes of catastrophe with the likes of Randy Mamola, Christian Sarron, Dave Thorpe, Wayne Gardner, Kevin Schwantz, Eddie Lawson and more. A variety of crashes from road race GP's TT's, MXGP's, Drags, and Paris-Dakar. From Motovideo.

(#66) Crash and Burn 3
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#128) The Best of Widowmaker Hillclimb
60 minutes of the legendary Widowmaker - what goes up often comes down. From Motovideo.

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes by Halmar.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT — Classic racing at its best. 69 minutes from Powersports Video.

(#114) Superstar Showdown
Complete coverage of the 1984 Trans-Atlantic challenge Easter Match Races features the biggest collection of road racing stars: Roberts, Spencer, Lawson, Mamola, Baldwin, Cooley, Rainey, Aldana, Sheene, Haslam, McElnea, Grant, Crosby, Gardner, and more! 69 minutes, from Halmar Video

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scences of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller, also footage of the frightening Northern Ireland Ulster GP course. From Halmar Video

(#116) Racing into History
Four famous British circuits & legendary heroes;John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hailwood; 17 brands of bikes race at Oulton, and the '58 Isle of Man TT. 55 minutes from Halmar Video

(#130) It's a Triumph
Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo

(#131) Three in Europe '69
Follow the early heroes of late '60's motocross around the European circuit as they contest the 1969 Belgian, French, and Swiss MXGP's. From Motovideo

(#132) 1961 Laconia Classic Road Races
Travel back in time to the 41st annual Laconia Classic races, held on June 15-18, 1961. 46 minutes from Motovideo

(#133) British Flashback
A look back to the days when Brit bikes ruled the empire of motorcycling. Footage from, "Triumph 99.9", the 1969 Isle of ManTT, the "Northwest 200 Miler" Irish road races, "Made to Grip", a documentary on the manufacturing of the K-70. Approx. 60 minutes from Motovideo.

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walldum, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days and 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#110) 1990 Blackwater 100
Motovideo has now produced 60 minutes on tape of the outrageous challenge of the Blackwater classic. This is America's Toughest Race the way it was meant to be seen!

(#136) Go For It at Glamis
Meet the "Riders of the Sand" who bring bikes, ATV's, Jeeps, buggies and—go for it at Glamis! 20 minutes produced by Perfect Image, from Motovideo.

(#14B) 1991 N. American Speedway Final
The last race held at Long Veterans Stadium on 3/2/91, turn out to be the most important speedway event of the 1991 season, determining which four N. American riders will go on to compete in the World Finals. 60 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships 1991
The best riders on ice from the USA and the world meet in Tucson, Arizona meet to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

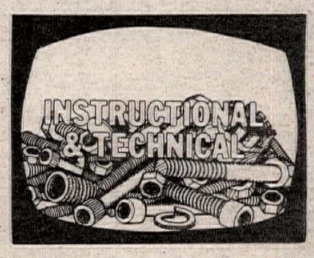
(#45A) 1990 Speedway US Nat'l C'ships
This climax to the 26 week long quest of races brings out the best of the top 18 speedway racers in the US to determine who carries #1 in 1991, in this 1 night winner-take-all event. 60 minutes from RAZ Video.

(#123) 1990 Calif. State Speedway C'ships
With commentary by Terry Clanton and Cycle News writer Scott Daloisio, this event is one of the most competitive on the west coast. Also features the wild speedway California Sidecar Championship. 90 minutes from RAZ Video.

(#134) 1991 Bob Hetrick Memorial Ice Race
Exciting action from the weekend of the 1991 Speedway I.C.E. World Championships at Tucson, Arizona. 60 minutes from RAZ Video.

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

(#126) Drag Bike Extravaganza
Everything you ever wanted to know about motorcycle drag racing with commentary by Pro Stock National Champion Dave Schultz. 60 minutes from Powersports Video



(#11) Rick Johnson Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross — Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes. By Motovideo.

(#54) V-Twin Maintenance
How to keep your Evolution Harley humming and looking new and save hundreds of dollars. Joe Minton hosts. By Tech Tapes.

(#100) Rick Johnson's "Motovation"
From Motovideo. Rick's 70 minute instructional tape comes complete with a pocket-sized handbook that the motocrosser can carry along and refer to in the field. RJ shows you how to ride better than you think you can.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#111) "The Matazattack Video"
Follow "the Chicken" Jeff Matiasevich, as he shows through his unique style of riding and racing how you can improve your bike handling skills. 60 minutes of entertainment from Motovideo.

(#135) Street Smarts
The advanced course in urban street-riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles of experience, and from expert road racers who show you safety techniques you can apply to your street riding. From Motovideo.

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